Metro/T.T.C.

Eglinton West Rapid Transit Study

Report 4.01

PROBLEMS AND ISSUES TO 2001

October 1984

Downtown
Rapid
Transit
Project

Metropolitan Planning Department
Metropolitan Roads & Traffic Department
Toronto Transit Commission

365 Bay Street, Suite 408
Toronto, Ontario M5H 2V1
947-8803

October 31, 1984

METROPOLITAN
Reference

TO: The Metropolitan Toronto Technical
Transportation Planning Committee

RE: Eglinton West Rapid Transit Study

At its meeting of June 21, 1983, the Council of Metropolitan Toronto adopted Clause No. 1 of Joint Report No. 1 of the Transportation Committee and the Economic Development and Planning Committee, and approved the Terms of Reference for an Eglinton West Rapid Transit Line Feasibility Study.

I am pleased to submit Report 4.01, Problems and Issues to 2001, which summarizes the findings of the recently completed first phase of the Study. These findings indicate that travel across the western Metropolitan boundary will continue to increase and that new rapid transit facilities are required to accommodate this growth and to alleviate existing commuting travel congestion, particularly on the Bloor Subway, at St. George Station and on Etobicoke arterial roads. The Study also concluded that new rapid transit services can support the development of commercial centres in the City of York and the City of Mississauga, and improve access to north-west Metro, including the Pearson International Airport.

I wish to acknowledge the assistance of the Planning Branch, and Engineering and Construction Branch of the Toronto Transit Commission, the Metropolitan Planning Department and the Metropolitan Roads and Traffic Department in the conduct of the Study.

It is recommended that this report be circulated to the Area Municipality staff, the Ontario Government, and those Boards, Commissions and Public Corporations affected by transportation and land use matters for their information.

D J Morton

RS/gmi

D. J. Morton
Project Manager

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EGLINTON WEST RAPID TRANSIT REPORT NO. 4.01

PROBLEMS & ISSUES TO THE YEAR 2001

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EGLINTON WEST RAPID TRANSIT REPORT 4.01
PROBLEMS AND ISSUES TO 2001
SUMMARY

BACKGROUND & ISSUES

The need to provide improved transit service along the Eglinton corridor was recognized as far back as 1975 when the Metropolitan Toronto Transportation Plan Review concluded that "for other than centrally oriented work trips the Eglinton line is one of the most important single transit facilities to be considered by Metro".

The most recent study to address the issues of improved transit in the Eglinton corridor and across the West Metro Boundary is the 1982 Metro/TTC Rapid Transit Study which concluded that there is potential for a rapid transit line extending westerly from the Spadina Subway, possibly to the Mississauga City Centre. In reviewing the conclusions of this study, the Metropolitan Council adopted a recommendation by the City of York to investigate in more detail, the problem of cross-boundary travel between Metro and Mississauga, a concern which was also voiced by the City of Etobicoke, and to study the feasibility of a rapid transit line from Eglinton West Station to the western Metropolitan boundary.

In response to this recommendation the Eglinton West Rapid Transit Study was undertaken to address the following seven principal issues:

1. Increased Traffic on Etobicoke Arterial Streets

   Can an Eglinton West Rapid Transit line assist in relieving some of the congestion which has occurred on Etobicoke arterial roads serving cross-boundary traffic?

2. Increased Work Trips into Downtown Toronto

   Can an Eglinton West Rapid Transit line offer a time-competitive service to cross-boundary work trips oriented towards downtown Toronto?

3. Increased Traffic on the Bloor Subway and Increased Transfer Traffic at St. George Station

   Can a rapid transit facility on Eglinton help relieve some of the forecast ridership problems on the Bloor Subway and transfer congestion at the St. George Station?

4. Planned Growth of Commercial Centres

   Can an Eglinton West Rapid Transit line support the development of commercial centres planned for Eglinton/Dufferin, York Municipal Centre, Eglinton/Weston, Airport Corporate Centre and Mississauga City Centre?

5. Improved Transit Service for North-West Metro

   Can an Eglinton West Rapid Transit service offer significant improvements to this section of Metro, which was noted in the Metro Toronto Transportation Plan Review as poorly served by transit?

6. Circumferential Rapid Transit System

   Can an Eglinton West Rapid Transit line be integrated into a long term system concept to connect the existing radial lines with a circumferential system?

7. Transit Service to the Pearson International Airport

   What is the demand for transit service to the airport, and how should a rapid transit service on Eglinton be configured and operated to meet this demand?

TRENDS AND PROJECTIONS

In the six year period from 1977 to 1983, there was a 28% growth in person trips crossing the West Metro Boundary during the a.m. peak period. These trips were almost evenly divided among three destination groupings with 30% destined downtown, 40% to Etobicoke, and the remaining 30% to other parts of the Metro Region.

The growth in downtown trips has led to increased ridership on the Bloor Subway, GO Rail service and Mississauga Transit. The growth in trips to Etobicoke has led to increasing travel on Etobicoke arterial streets crossing the West Metro Boundary.

Between 1971 and 1981 approximately one half of the growth in the labour force for the Metro Region occurred inside Metropolitan Toronto. However, this is expected to change. During the next two decades over 90% of the growth in the Metro Region labour force is expected to occur outside Metro. With population growth occurring mostly outside Metro, and the majority of job opportunities occurring inside Metro, there will be an increase in the length of work trips in the Metro Region. This will lead to greater demand for high speed transportation facilities such as the existing rapid transit services serving the downtown trip, and new crosstown rapid transit facilities serving crosstown trips.

INCREASED TRAFFIC ON ETOBICOKE ARTERIAL STREETS

From 1977 to 1983 there has been a 28% growth in total person trips across the western Metropolitan boundary. This has led to a growth of about 40% in auto traffic on Etobicoke arterial roads over the same period. The primary factor in these increases has been Mississauga's rapidly growing population, combined with a lack of adequate transit services for trips oriented to central Etobicoke, north Etobicoke, and other non-central parts of Metro.

Transit across the West Metro Boundary has improved its market share only in south Etobicoke. This has been largely a result of improved GO Rail service in the Lakeshore corridor. An Eglinton West Rapid Transit line should achieve a larger transit share of work trips in central and north Etobicoke and decrease the rate of growth of auto traffic on Etobicoke arterial streets. A transit terminal at Renforth-Eglinton would act as an important hub for the interchange of a number of transit services serving north-west Metro and the north-west Metro Region.

INCREASED WORK TRIPS INTO DOWNTOWN TORONTO

Recent forecasts of office employment in the Metropolitan Toronto Region have indicated that 20% to 40% of these jobs would be located in the downtown Toronto area. It was further concluded that 70% of these employees would be from outside Metro.

Surveys of travel patterns in the last decade show that the greatest proportion of downtown Toronto employees residing outside Metro, originated from the Region of Peel, particularly from the City of Mississauga. Due to capacity constraints in the existing road network, the growth in these cross-boundary trips will have to be accommodated by new or improved transit facilities. An Eglinton West Rapid Transit line has the potential of offering an alternative transit route to Mississauga residents living generally north of Dundas and destined to downtown Toronto. Realization of this potential is dependent upon complementary transit facilities being implemented in Mississauga to act as a feeder to the Eglinton West Rapid Transit line at a Renforth-Eglinton hub. The Mississauga service may take the form of light rail transit, busway, or express bus into the hub terminal proposed at Renforth-Eglinton.

INCREASED TRAFFIC ON THE BLOOR SUBWAY AND INCREASED TRANSFER TRAFFIC AT ST. GEORGE STATION

Simulation tests for ridership on the subway system indicate peak hour demands on the Bloor Subway west of Spadina in excess of Level F service before the year 2001, if new rapid transit facilities to relieve some of the demand are not built. Presently, about 17,000 passengers transfer during the a.m. peak period from the Bloor-Danforth Subway to the University Subway at the St. George station. TTC plans to install crowd control equipment similar to the Bloor-Yonge Station during 1985. A recent consultant's study, which concluded that the opportunities for expansion of this station are limited, recommends that continuous monitoring of station conditions be initiated.

Simulation tests show that an Eglinton West Rapid Transit service operating as a regional service, and connected to the Mississauga City Centre by the equivalent of a rapid transit service (Light Rail Transit or busway), could reduce the demand on the Bloor Subway by about 25%, achieving at the same time a commensurate reduction in transfers at St. George Station.

PLANNED GROWTH OF COMMERCIAL CENTRES

The City of York Concept Plan shows desired commercial centres at Dufferin/Eglinton, the City Centre and Weston/Eglinton. The City of Mississauga has planned major commercial centres at the Airport Corporate Centre and at the City Centre. A rapid transit system along the Eglinton corridor could provide the necessary transportation support for these centres.

Stations at Renforth Drive, Weston Road, Keele Street and Dufferin Street, and the integration of an Eglinton Rapid Transit line with the existing subway system, would offer the labour force in a wide area of Metropolitan Toronto and Peel, mobility and access to job opportunities in these proposed commercial centres.

IMPROVED TRANSIT SERVICE FOR NORTH-WEST METRO

An Eglinton West Rapid Transit service can reduce transit travel time for residents of north-west Metro by as much as ten minutes to downtown Toronto, and thirty minutes to Mississauga City Centre. Downtown Toronto, and in particular Mississauga, are both growing as a place of work for residents of Etobicoke. Improved transit service for this area of Metro will increase the mobility of this labour force in seeking employment, and should result in a modal shift towards greater transit usage.

LONG TERM TRANSIT POLICIES

The Long Range Plan of the TTC proposes a circumferential line across the top of Metro connecting to all existing subway lines. Such a line would make rapid transit service much more available for all work trips in Metro, and meet the demands of

the crosstown trip as well as the downtown trip. The GO ALRT program of the Ontario Government proposes a similar transit service to integrate regional municipal plans and meet demand for inter-regional travel. An EWRT can help meet these objectives and form the Metro section of the west leg of a proposed crosstown rapid transit facility.

TRANSIT SERVICE TO THE PEARSON INTERNATIONAL AIRPORT

Surveys of present travel to the airport indicate that the level of transit ridership is about 2% of total trips to the airport. Studies of future volumes at the airport forecast a growth in air passengers from about 14 million in 1981 to about 24 million by 1991, and in airport employees from approximately 12,000 in 1981 to 18,000 in 1991, and 30,000 in 2011. These volumes would result in a demand for transit services of up to 5,000 passengers per hour per peak direction by the year 2011.

This demand can be adequately met through express bus service connecting the airport to a station at Renforth on the proposed Eglinton West Rapid Transit line. This option for service to the airport protects a future opportunity for extending the EWRT to provide service west of the airport, whereas a direct rapid transit service into the airport would preclude the opportunity for a western extension of the EWRT.

SECTION 1 - BACKGROUND

The Metropolitan Toronto Transportation Plan Review (MTTPR) concluded in 1975 that if we are to improve the attractiveness of transit for other than centrally oriented work trips, the Eglinton line is one of the most important single transit facilities to be considered by Metro. In the MTTPR the Eglinton corridor was considered the preferred corridor for an east-west rapid transit line that would tie together the rapid transit network in Metro and foster the development of Metro centres.

The acquisition of property and planning for this corridor west of the Humber River commenced in 1971 when Metro Council first authorized the purchase of property set aside for road purposes in the terms of subdivision agreements on the north and south sides of Richview Side Road; and in 1980 the Official Plan for the Urban Structure of Metroplitan Toronto included Eglinton as a designated transportation corridor from Scarlett Road West to Highway 427. This corridor is essentially 300 feet wide, with most but not all of the designated property under Metro ownership.

The Metro/TTC Rapid Transit Study of 1982 was carried out to consider and review specific transit improvements for possible inclusion in the TTC Capital Works program, and to recommend to Metropolitan Council, if necessary, amendments to the Metropolitan Official Plan to accommodate the future expansion of transit facilities within Metropolitan Toronto. This study concluded that "further consideration of a major east-west line within Metropolitan Toronto should be confined to a corridor north of 401" with the qualification that within the Eglinton corridor "there seems to be some potential for a future rapid transit line west of the Spadina Subway possibly extending into Mississauga".

The Eglinton West Rapid Transit Study was initiated in response to recommendations of the Metro/TTC Rapid Transit Study, and to concerns raised by the cities of Etobicoke and York, with regard to the phasing of new rapid transit facilities in Metropolitan Toronto. While both cities requested that the existing and future problems of Metro-Mississauga cross-boundary traffic be resolved through a realistic approach, the City of York specifically requested that a feasibility study be undertaken of a rapid transit line along Eglinton Avenue from

the Spadina Subway to the western Metropolitan boundary, as shown in Exhibit 1.1. The terms of reference for the EWRT Study were approved by the Council of Metropolitan Toronto on June 16, 1983.

A number of reports were reviewed to provide the necessary background to the present study. These include:

- The Eglinton Transit Development Corridor, Report 63.15 of the Metropolitan Toronto Transportation Plan Review (September 1974).

- Two reports prepared by the Metropolitan Planning Department in 1976 regarding the Eglinton Transit line: Terms of Reference, Alignment and Station Options, and Background and Analysis;

- The Impact Study for the Eglinton Rapid Transit line by the City of York Planning Department and the IBI Group (September 1977);

  The Metro/Mississauga Cross-Commuting Study by the Ministry of Transportation and Communications, Municipality of Metropolitan Toronto, Municipality of Peel, Borough of Etobicoke and the City of Mississauga in 1978.

- The Eglinton Corridor Study: Its Problems and Needs by the Planning Departments of Metropolitan Toronto and the City of York (October 1979);

- The Accelerated Rapid Transit Study conducted by the Metropolitan Toronto Planning Department and the Toronto Transit Commission (May 1982);

The Mississauga Transportation Study presently underway, was undertaken by the City of Mississauga to assess its overall future transportation requirements. Included in the study's network and corridor analyses is the need to provide a cross-boundary rapid transit service connecting the Eglinton Avenue, Highway 403, or Burnhamthorpe Road corridors to the Eglinton West Rapid Transit (EWRT) or Bloor Subway.

In addition, concurrently with the municipal studies, the Province is developing a long-term inter-regional strategy through its GO ALRT program, which includes a rapid transit line across the northern part of Metropolitan Toronto.

While the latter two studies have not been concluded, their interim findings were reviewed as background for the EWRT Study.

EGLINTON WEST RAPID TRANSIT LINE

LEGEND

- Study Area
- Eglinton Transportation Corridor
- Existing Rapid Transit Lines
- Existing Commuter Rail Lines

EXHIBIT 1.1

SECTION 2 - ISSUES

The Eglinton West Rapid Transit Study has been undertaken in response to a number of transportation issues in west Metro and in the Eglinton corridor. Seven of these issues are addressed in this report.

Increased Traffic on East-West Etobicoke Arterial Streets

From 1977 through to 1983 there was a 28% growth in person trips across the West Metro Boundary during the a.m. peak period. 34% of this growth was by transit and 66% by auto, with 70% of the additional auto trips occurring on arterial streets in Etobicoke. The result has been a 40% growth in cross boundary traffic on arterial streets over the past seven years. An important characteristic is that there is no single destination that is dominate in this cross boundary work trip. About 30% are destined to the downtown, 40% to Etobicoke, north, south and central, and the remaining 30% destined to the rest of Metro or other destinations. The work trip to north and central Etobicoke is poorly served by transit and is similarly poorly served by the arterial road system with discontinuities on such arterial roads as Wilson, Finch and Sheppard. This trip is regarded as a significant factor in the growing traffic on arterial streets. This report examines the effectiveness of a proposed Eglinton West Rapid Transit line in meeting these trip requirements.

Increased Work Trips to Downtown Toronto

In the Metro/TTC Downtown Rapid Transit Study Report 2.01, estimates were prepared indicating that from 20 to 40% of future office jobs in the Metro Region would be located in the downtown Toronto area. This report also forecast that 70% of these jobs would be filled by residents outside Metro. Deconcentration of the labour force will continue at a faster rate than deconcentration of employment. Over the past decade the majority of office employees working in the downtown, but living outside Metro, have been from the Municipality of Mississauga and other areas of Peel. This trip will continue to grow, and because of constraints in the capacity of the road system into the downtown, will require servicing by new or improved transit facilities. This report examines the effectiveness of an Eglinton West Rapid Transit facility in serving this trip to the Financial District or Central Core of the City of Toronto.

Increased Traffic on the Bloor Subway and Transfer Traffic at the St. George Subway Station.

The Downtown Rapid Transit Project Report 2.01 forecasts growing ridership on the Bloor Subway and growing congestion at the St. George transfer station, where 17,000 Bloor/Danforth passengers now transfer during the peak period to access the downtown via rapid transit on the University Subway. A recent consultant's study of the St. George Subway station reviewed the capacity and opportunities for limited improvement for easing the growing congestion at this station. A measure for improving capacity of the station would be the addition of side platforms to permit loading/off-loading from both sides of the car. The consultant notes that existing building foundations near the subway station, either limit this opportunity or make it a costly solution. However, continued growth in ridership on the Bloor Subway from residents of north and west Metro and residents of Mississauga, will increase pressure on the Bloor Subway and at the St. George Subway station, and increase pressure for downtown relief facilities in the west. The Metro/TTC Rapid Transit Study completed in 1982, identified a proposed LRT service on Spadina as offering an intermediate term relief, and two Rapid Transit options to provide for long term relief to this overcrowding on the Bloor Subway and at St. George Station. These Rapid Transit options were:

1. The west leg of the downtown rapid transit line, or

2. An Eglinton West Rapid Transit line.

The Eglinton West Rapid Transit line would intercept north-south routes now feeding the Bloor Subway and divert trips from north and north/west Metro directly to the Spadina Subway at the Eglinton West Subway station. This facility would distribute the transfer traffic now occurring at St. George Station to the stations at St. George and at Eglinton West, and would reduce line loads on the Bloor Subway.

Commercial Centre Development

Commercial centres are planned in both the City of York and the City of Mississauga. These centres must be supported with transportation facilities if these government plans are to be achieved. These transportation facilities must connect the commercial centres with large resident population areas. A rapid transit facility on Eglinton would make the City of York centres more accessible to the population of Mississauga, and at the same time make the Mississauga centres more accessible to residents of Etobicoke, York and North York. The report discusses the degree to which an Eglinton West Rapid Transit line would improve this accessibility to the affected resident and employment areas.

Improved Transit Service for North-West Metro

In 1975 the Metropolitan Toronto Transportation Plan Review noted that north-west Metro had the lowest level of transit service in Metro. The proposed EWRT service should reduce transit travel times from north-west Metro to other parts of Metro, and this report reviews the measure of this improvement.

Long Term Transit Policies

A long term TTC objective is to implement a circumferential system of rapid transit in Metro by linking the radial lines across the top of Metro with a crosstown service. This circumferential system would provide Metro-wide access to rapid transit and act as a TTC distributor line for the increasing transit demand from the regional municipalities outside Metro. The GO ALRT program of the Ontario Government proposes a similar transit service to integrate regional municipal plans and meet demand for inter-regional municipal travel. An EWRT line offers an opportunity to help meet these objectives and form the Metro section of the west leg of a proposed crosstown rapid transit facility.

The Pearson International Airport

In 1981 the Pearson International Airport served 14 million passengers and forecasts indicate an increase to 24 million passengers by the year 1991. It is further estimated that the average employment at the airport by the year 1991 will be about 18,000 employees. This number of person trips to and from the airport area has led to consideration of improved transit service into the airport. The nature of these trips, particularly the trips by passengers and greeters, leads to a strong demand for auto facilities and a limited demand for service by transit. The daily ridership of Gray Coach which provides service to the airport from subway stations at Islington, Yorkdale and York Mills is an indication of the reduced market that exists for transit services into the airport area. This report examines in more detail the future demand for this service, the alternatives for the provision of the service, and the integration of future transit services with the long term plans for improved intra-airport transportation and airport parking facilities.

SECTION 3 - DESCRIPTION OF THE PROPOSED UNDERTAKING

Technology

Transit service on Eglinton Avenue West in Metropolitan Toronto now consists of buses operating at a combined 2½ minute headway east of Keele Street. Maximum passenger volumes occur just west of the Eglinton West subway station with a peak a.m. passenger volume of 1,550 pph in the eastbound direction. The average operating speed of the TTC service on Eglinton Avenue between Renforth Drive and Eglinton West Station is 17 kph. Transit services for origins west of the Metro boundary are provided by Mississauga Transit which operates about 55 buses per hour to the Islington subway station during the rush hour service.

Background Report No. 2 of the Metro/TTC Rapid Transit Study (1982) forecast a 1991 demand on the Eglinton West Rapid Transit line of 9,500 pph in the peak a.m. period assuming a high speed service to Mississauga City Centre. These and other forecasts place the expected demand on the EWRT line within Metropolitan Toronto in a service range that could be served by Light Rail Transit, as defined in the Metro Official Plan, operating on an exclusive right-of-way, grade separated with all arterial streets and transit priority signalled at grade crossings with local streets.

In this study a Light Rail Transit technology or equivalent has been assumed within the Metro section of the corridor, and a form of rapid transit in the Peel section of the corridor west to the Mississauga City Centre. This Mississauga rapid transit is assumed to be either a busway or a rail transit service. A rail transit service into Mississauga could involve a transfer station at Eglinton-Renforth, similar to the Scarborough RT service transfer at Eglinton-Kennedy, or a continuation of the Metro rapid transit service.

Route and Alignment

The objective of the study is to investigate the feasibility of establishing a thirteen kilometre long rapid transit service within the Eglinton Avenue corridor from Eglinton West station on the Spadina Subway to the western Metropolitan boundary.

Two basic questions to be considered in the corridor involve:

1. The trade-off between a high degree of local accessibility (close station spacing) and a high speed rapid transit service (fewer stations) serving longer passenger trips, and

2. the extension of rapid transit service into Mississauga to the City Centre.

If the local trip is favoured with a high degree of local accessibility, then the thirteen kilometre segment in Metro is expected to include approximately twelve stations at an average station spacing of about 1.2 kilometres. This would offer an average running speed of thirty kilometres per hour, and make the line similar to the Bloor-Danforth Subway between Keele and Woodbine where the subway was designed to retain the same local service of the streetcar line it replaced.

If the service is to be designed to attract longer passenger trips through competitive trip times with alternative facilities, fewer stations would be planned, and the thirteen kilometre segment is expected to include approximately seven stations at an average station spacing of about 2.2 kilometres. This would offer an average running speed of forty kilometres per hour, and make the line similar to the Yonge Subway extensions north of Eglinton and the Spadina Subway, which were designed to offer high speed service with parallel bus transit for local transit trips.

The study also considered the possibility of a ten kilometre extension of the line to the Mississauga City Centre on one of the corridors being evaluated in the Mississauga Transportation Study. Ridership forecasts for the segment of the corridor in Mississauga would support an extension of the rapid transit technology proposed for the Metro segment, or an alternative technology such as a busway connecting to the EWRT in the vicinity of Eglinton and Renforth Drive at a hub station that would accommodate inter line transfers from a number of transit services in north-west Metro and north-west Metro Region.

Finally, a great deal of attention has recently been focussed on the GO ALRT northern alignment. This program proposes a high speed rapid transit service for

inter-regional travel; travel which now occurs largely by auto. This study is ongoing and it is understood that the preferred alignment is in the 403-Eglinton corridor between the Mississauga City Centre and 401/427, and north of the Eglinton corridor through the Metro section. Through adoption of compatible design parameters and alignment, the Eglinton West Rapid Transit line if extended into Mississauga, may be considered as a staging option for any future GO ALRT service in the Mississauga service area.

SECTION 4 - DEMOGRAPHIC AND POPULATION TRENDS

Demographic Trends

During the 1970's the Metropolitan Region experienced a surging growth in the labour force as the baby boomers matured and joined the working age population. This maturing of baby boomers has continued through the first part of the 1980's with most of the post war babies now in the labour force, and a slower rate of growth of the labour force predicted over the next two decades. During the 1970's, when the baby boomers were maturing into the labour force, approximately one-half of the growth occurred within Metropolitan Toronto and one-half occurred outside Metro in the adjoining regions. As can be seen in Exhibit 4.1, this is expected to change over the next two decades. Between 1981 and 2001, 96% of growth in the labour force is expected to occur outside Metro in adjoining regions to the west, north and east.

EXHIBIT 4.1

METRO REGION

WHERE GROWTH IN LABOUR FORCE OCCURRED - 1971 - 1981

	Change	Distribution of Change
Metro Toronto	179,855	45%
External Regions	216,369	55%
Metro Region	396,224	100%

WHERE GROWTH IN LABOUR FORCE IS FORECAST TO OCCUR - 1981 - 2001

	Change	Distribution of Change
Metro Toronto	22,670	4%
External Regions	489,865	96%
Metro Region	512,535	100%

Source: Projections
Metro Planning Department 1984

Place of Work of Mississauga, Etobicoke and York Residents

Exhibits 4.2(a), 4.2(b) and 4.2(c) show the 1971, 1981 and 1971 to 1981 distribution of place of work of Mississauga, Etobicoke and York residents according to census data.

MISSISSAUGA

Over this ten year period, the (Census) Mississauga Labour Force grew by 158% from 64,400 to 166,000. In 1971, Mississauga was the place-of-work for 38% of its labour force. By 1981 this increased significantly to 46%; i.e. Mississauga became less of a 'bedroom community'. Metro Toronto remained a major employment location for Mississauga residents, with 47% of its labour force working in Metro in 1981.

There are two other noteworthy statistics in the place of work survey of Mississauga residents that must be kept in mind in planning transportation facilities in west Metro and across the West Metro Boundary:

1. Etobicoke and Planning District One (Downtown Toronto) are about equal employers of Mississauga residents.

2. While the growing employment within Mississauga has tended to reduce the Metro share, this has not been true with Downtown Toronto. Planning District One was the place of work for 15% of Mississauga residents in 1971 and despite growing employment opportunities within Mississauga and a growing Mississauga population, the Downtown Toronto area still provides the same 15% of jobs for residents of Mississauga.

Exhibit 4.3 shows a further diagram of the distribution of the Mississauga labour force.

ETOBICOKE

The Etobicoke labour force grew by 33% in the 1971-1981 ten year period, and there was a significant growth in the number of Etobicoke residents working in Mississauga. Etobicoke continued to provide employment for almost 40% of its residents, but Mississauga's share of jobs held by Etobicoke residents almost doubled, to where 11.6% of Etobicoke residents now commute west to employment in Mississauga. Downtown Toronto maintained its share of job opportunities at about 20% of the Etobicoke labour force.

In summary about:

1. 40% of Etobicoke residents work in Etobicoke
2. 20% of Etobicoke residents work in downtown Toronto
3. 12% of Etobicoke residents work in Mississauga.

YORK

The York labour force experienced almost no growth in the 1971-81 decade, but did experience a number of changes in place of employment. The significant change in terms of transportation was the trend towards longer work trips, specifically to Mississauga and to downtown Toronto. The number of York residents working in York declined by over 20% and most of these jobs were replaced by jobs in downtown Toronto and Mississauga. York is now the place of work for 25.4% of its labour force compared to 32.6% in 1971.

In summary about:

1. 25% of York residents work in York
2. 26% of York residents work in downtown Toronto
3. 8% of York residents work in Etobicoke
4. 5% of York residents work in Mississauga
5. 30% of York residents work in other parts of Metro.

EXHIBIT 4.2(a)

Place of Work of Mississauga Labour Force

1971, 1981 and 1971 to 1981

Place of Work	1971		1981		1971-81	
Mississauga	24,358	37.8%	76,993	46.4%	52,635	51.8%
North Etobicoke	3,624	5.6%	8,899	5.4%	5,275	5.2%
Central Etobicoke	6,389	9.9%	13,709	8.3%	7,320	7.2%
South Etobicoke	5,173	8.0%	6,700	4.0%	1,527	1.5%
York	2,425	3.8%	5,084	3.1%	2,629	2.6%
PDI	9,967	15.5%	25,076	15.1%	15,100	14.9%
Rest of Metro	7,499	11.6%	18,047	10.8%	10,548	10.4%
Other	4,954	7.7%	11,538	6.9%	6,554	6.4%
TOTAL	64,438	100%	166,046	100%	101,618	100%
(Metro)	(35,086)	(54.5%)	(77,515)	(46.7%)	(42,429)	(41.8%)
(Etobicoke)	(15,186)	(23.65)	(29,308)	(17.7%)	(14,122)	(13.9%)

SOURCE: 1971 and 1981 Census

EXHIBIT 4.2(b)

Place of Work of Etobicoke Labour Force

1971, 1981 and 1971 to 1981

Place of Work	1971		1981		1971-81	
Mississauga	8,570	6.9%	18,945	11.6%	10,375	21.0%
North Etobicoke	14,746	11.8%	21,420	13.1%	6,674	13.5%
Central Etobicoke	22,117	17.7%	28,973	17.7%	6,856	13.9%
South Etobicoke	15,980	12.8%	12,982	7.9%	(2,998)	(6.1%)
York (PD3)	11,109	8.9%	12,037	7.3%	928	1.9%
PD1	22,426	18.0%	32,476	19.8%	10,050	20.3%
Rest of Metro	20,066	16.1%	29,533	18.0%	9,467	19.2%
Other	9,600	7.9%	7,540	4.5%	(2,060)	(4.1%)
TOTAL	123,614	100.0%	163,906	100.0%	49,408*	100.0%
					(Net increase 39,292)	
Metro	106,444	85.4%	137,421	83.8%	30,977*	62.7%
Etobicoke	52,843	42.4%	63,375	38.7%	10,532*	21.3%

Note: * Absolute change

( ) Net Decrease

EXHIBIT 4.2(c)

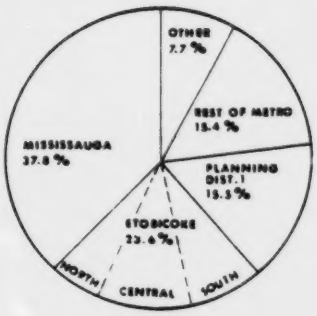
Place of Work of York Labour Force

1971, 1981 and 1971 to 1981

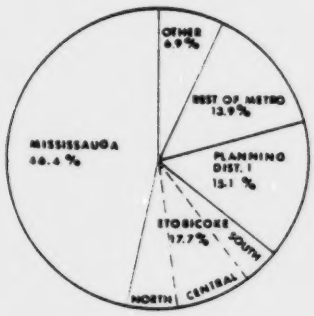
Place of Work	1971		1981		1971-81	
Mississauga	3,262	2.9%	5,671	5.0%	2,409	13.3%
North Etobicoke	4,144	3.7%	4,326	3.8%	182	1.0%
Central Etobicoke	3,996	3.5%	3,693	3.2%	(303)	(1.7%)
South Etobicoke	1,769	1.6%	1,353	1.2%	(416)	(2.3%)
York (PD3)	36,796	32.6%	28,975	25.4%	(7,821)	(43.3%)
PD1	26,231	23.2%	30,140	26.5%	3,909	21.6%
Rest of Metro	33,262	29.5%	34,399	30.2%	1,137	6.3%
Other	3,452	3.0%	5,336	4.7%	1,884	10.5%
TOTAL	112,912	100.0%	113,893	100.0%	18,061* (Net increase 981)	100.0%
Metro	106,198	94.1%	102,886	90.3%	13,768*	76.2%
York	36,796	32.6%	28,975	25.4%	(7,821)	(43.3%)

Note: * Absolute change

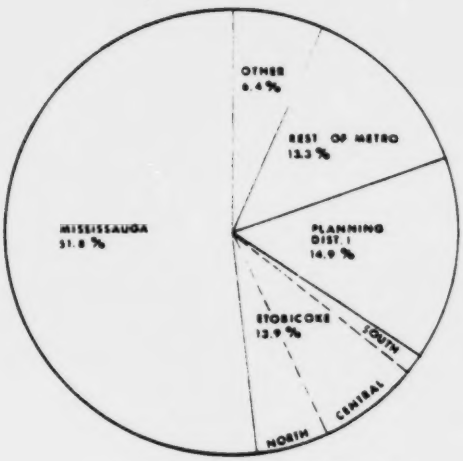
( ) Net decrease



1971



1981



INCREASE 1971-81

DISTRIBUTION OF PLACE OF WORK OF MISSISSAUGA RESIDENTS

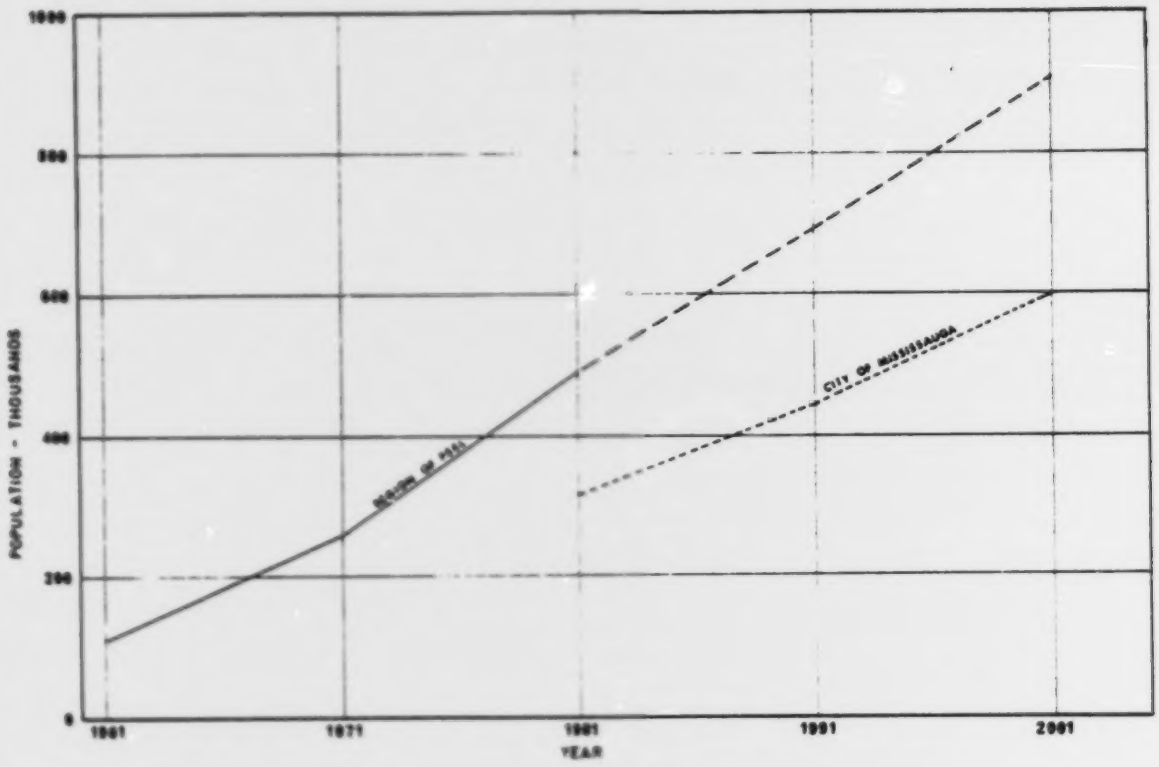
EXHIBIT 4.3

Population

Exhibit 4.4 shows population growth trends for the Region of Peel and projections for 1991 and 2001 for Peel and the City of Mississauga. The present Mississauga population of about 325,000 is forecast to increase by 40.3% between 1981 and 1991, and by a further 35.5% between 1991 and 2001. For 1981-2001 period, the increase is 90.1%.

By comparison, the Region of Peel's population of about 506,000 is forecast to increase by 84.8% over the 1981-2001 twenty year period. The City of Mississauga accounted for 64% of the Region's population in 1981. As a result of the slightly slower projected growth rate for the Region, this will increase to 66% by 2001.

During the 1971-81 period Metropolitan Toronto provided 42% of the new jobs for residents of Mississauga, with downtown Toronto providing about one-third of these Metro jobs. Continuing employment opportunities in downtown Toronto and in other Metropolitan areas will attract a share of the Mississauga labour force and inevitably increase demand for more cross-boundary transportation facilities. This residential/employment pattern creates longer work trips, which will place greater demands on high speed transportation facilities and increase the need for more expressways, better rapid transit, or better commuter service.



POPULATION FOR REGION OF PEEL
AND CITY OF MISSISSAUGA

SOURCE: METRO PLANNING AND GO-ALRT
SCENARIO 'A'

EXHIBIT 4.4

SECTION 5 - TRAVEL PATTERNS AND FORECASTS

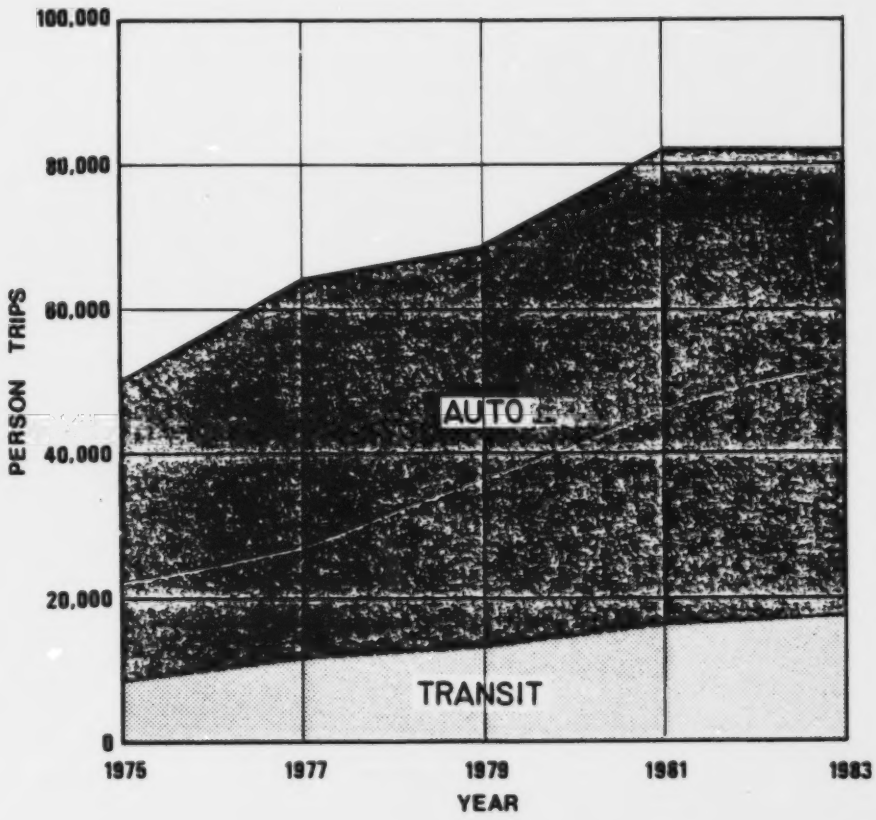
Travel Patterns

From 1977 through to 1983 there was a 28% growth from 64,000 to 82,000 in person trips across the West Metro Boundary during the a.m. peak period. 34% of this growth was by transit and 66% by auto, with 70% of the additional auto trips occurring on arterial streets in Etobicoke. This growth in person trips across the West Metro Boundary from Peel into Metro during the a.m. rush period, and the predominance of the private automobile in meeting these trip requirements, is illustrated in Exhibit 5.1. When the trips are further broken down as in Exhibits 5.2 and 5.3, we note that the major growth in auto traffic was on arterial streets, and the major growth in transit traffic was by GO Rail Transit. GO Rail offers an effective service for trips originating in Mississauga and Peel with destinations to downtown Toronto, and will continue to provide an important service for this trip orientation. However, GO Rail does not provide for the reversible traffic from Metro into Mississauga and Peel.

There is no single destination that is dominant in the cross boundary work trips. About 30% are destined to the downtown, 40% to Etobicoke, north, south and central, and the remaining 30% destined elsewhere within Metro and other destinations. The work trip from Mississauga to north and north-central Etobicoke is poorly served by transit, and this trip is regarded as a significant factor in the growing traffic on arterial streets.

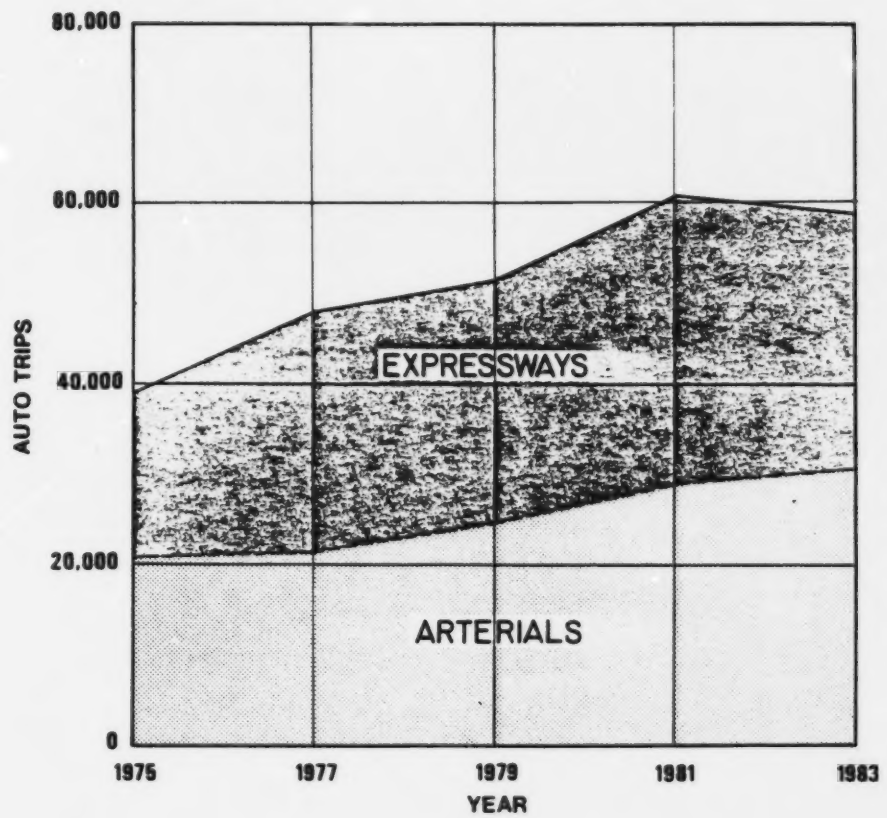
Mississauga residents, working in Etobicoke north of the Bloor Subway, are faced with a bus trip that routes them through the Islington Station where they may transfer either to a northbound TTC bus, or to the subway and then a second transfer to a northbound TTC bus for employment destinations in north and north-central Etobicoke. This transit trip is not time competitive with auto trips and Mississauga residents have increasingly elected to use their cars. With Highway 401 operating at near capacity this has typically meant using arterial streets through the City of Etobicoke.

Over the past decade the majority of office employees working in the downtown, but living outside Metro, have been from the municipalities of Mississauga and Peel, and with the Gardiner Expressway operating at near capacity, the GO Rail service has been the choice of an increasing percentage of the commuters living in Mississauga and working downtown.



GROWTH IN TRAVEL
ACROSS METRO'S WESTERN BOUNDARY
(7:00 - 9:00 A.M.)

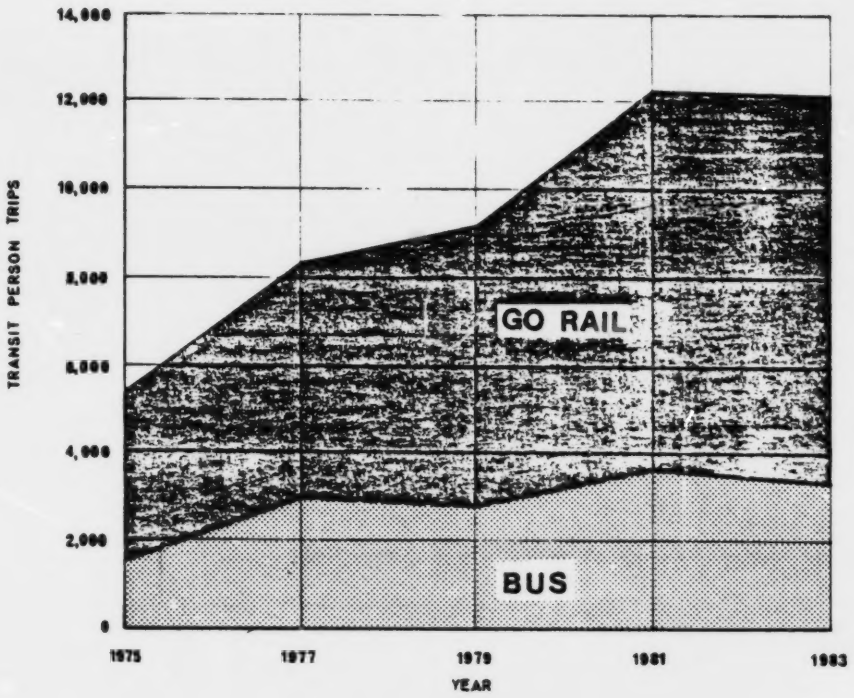
EXHIBIT 5.1



NOTE: HIGHWAY 401 WAS UNDER CONSTRUCTION WEST OF METRO BOUNDARY DURING MAY - JUNE 1975

GROWTH IN TRAVEL BY AUTO
ACROSS METRO'S WESTERN BOUNDARY
(7:00 - 9:00 A.M.)

EXHIBIT 5.2



WEST METRO BOUNDARY
TRANSIT TRIPS-EASTBOUND
A.M. PEAK HOUR
EAST BOUND

EXHIBIT 5.3

Travel Forecasts

In forecasting future demand for transit service in the Eglinton corridor and on other transit service, computer model runs were undertaken using the Metro Travel Demand Model as calibrated against 1980 observed conditions for a Study Area consisting of the Toronto Census Metropolitan Area. Population and employment distribution through the Metro Region was derived from Scenario A developed for the GO ALRT program.

The transportation systems tested for this study included the following:

2001 Base Case (No new rapid transit)
2001 Eglinton Rapid Transit
2011 Base Case (No new rapid transit)
2011 Eglinton R.T. Local Service
2011 Eglinton R.T. Regional Service

In this report local R.T. service refers to a rail transit service with frequent station stops that replaces the existing transit service for passengers within the corridor catchment area; whereas, regional R.T. service refers to a rail transit service with relatively wide spread station stops (about 2 km), that requires a parallel bus line to maintain service between stations for local passengers. This term is meant to refer to regional transit within Metro, as distinct from inter-regional transit service, such as proposed in the GO ALRT Program.

NETWORK DESCRIPTIONS

(a) Base Case 2001 and 2011

- No new rapid transit other than the Scarborough R.T.
- Extension and improvement of surface transit in Metro suburbs.
- New transit networks in York Region and Pickering/Ajax, coded as an extension of Metro surface network.
- Intensive grid network of surface transit in Peel and Halton, taken from Mississauga Transportation Study.
- New road facilities including Finch (east and west), Wilson and Leslie extensions, new arterial connections outside Metro boundary, parts of Highways 407, 427 and East Metro Freeway.

(b) 2001 Eglinton Local R.T. Service

- This option has a rapid transit line running along Eglinton Avenue from Renforth Drive to the Spadina Subway, with an assumed average speed of thirty kilometres per hour, with stations spaced to provide a local level of rapid transit service.

(c) 2011 Eglinton Local R.T. Service

This option was also tested as part of the North Metro Rapid Transit Corridor Study and offers a high level of local accessibility with stations spaced at about one kilometre within Metro. It includes a west section that runs from Oakville GO Station via the Lakeshore GO line, Erin Mills Parkway, Burnhamthorpe Road and Hydro right of way to Eglinton and Renforth, terminating at Eglinton West station on the Spadina Subway. As initially coded, the speed was thirty kilometres per hour between Renforth Drive and the Spadina Subway, and forty kilometres per hour beyond the Metro Boundary; the headway was three minutes. The trip distribution and modal split calculations were based on these assumptions, which were consistent with those made in the 1982 Metro/TTC Rapid Transit Study. The thirty kilometres per hour speed within Metro is close to that currently observed on the Bloor-Danforth Subway, which has a similar average station spacing of approximately one kilometre.

(d) 2011 Eglinton Regional R.T. Service

In order to estimate the regional potential of an Eglinton line, a further test was conducted on an option offering lower levels of local accessibility but faster speeds and shorter trip times representing stations spaced at about two kilometres. The speed on the line was set at forty kilometres per hour throughout and for the line running from the Spadina Subway to Mississauga City Centre the speed characteristics and station spacings assumed in this test are comparable to the subway operation on the Yonge line north of Eglinton and on the Spadina Subway. This type of station spacing has been found to require parallel bus service designed to meet local transit needs.

POPULATION/EMPLOYMENT ASSUMPTIONS

Population and employment projections by zone to 2001 and 2011 developed from GO ALRT Scenario "A" were used to generate twenty-four hour home-to-work trip productions and attractions. Separate trip distribution and modal split calculations were made for each option. Resulting trips by four modes (auto, transit, subway park'n'ride/kiss'n'ride, GO Rail) were factored to a.m. peak hour total trips and assigned to networks.

SUMMARY FINDINGS

The Level of Service forecasts are summarized in Exhibit 5.4 and described below. These Level of Service measurements were developed in the Downtown Rapid Transit Study Report 2.01 and are showm in Exhibit 5.5.

1981 ACTUAL RIDERSHIP (EXHIBIT 5.6)

- The Yonge Subway south of Bloor was operating at a Level of Service F.
- The Danforth Subway and the Yonge Subway north of Bloor were operating at a Level of Service D.
- The Bloor and University Subways were operating at a Level of Service C.
- The Spadina Subway was operating at a Level of Service B.

2001 BASE CASE (EXHIBIT 5.7)

- Demand on the Yonge (south of Bloor), and Bloor Subway exceeds Level of Service F.
- Demand on the Danforth Subway is at a Level of Service F.
- Demand on the University Subway is at a Level of Service E.
- Demand on the Yonge Subway north of Bloor is at a Level of Service D. Demand on the Spadina Subway is at a Level of Service C.

2001 EGLINTON R.T. LOCAL SERVICE (EXHIBIT 5.8)

- Demand on Yonge (South of Bloor) Subway exceeds Level of Service F.
- Demand on the Bloor, Danforth and University Subways is at Level of Service F.
- Demand on the Yonge (north of Bloor) Subway is at Level of Service D.

- Demand on the Spadina Subway is at Level of Service C.
- Peak point demand on the proposed Eglinton R.T. local service is approximately 8,000 pph.

2011 BASE CASE (EXHIBIT 5.9)

- Demand on the Yonge (south of Bloor), and Bloor Subways exceeds Level of Service F.
- Demand on the University and Danforth Subways is at Level of Service F.
- Demand on the Yonge Subway north of Bloor is at Level of Service D.
- Demand on the Spadina Subway is at Level of Service C.

2011 EGLINTON R.T. LOCAL SERVICE (EXHIBIT 5.10)

- Demand on the Yonge (south of Bloor) and Bloor Subways exceeds Level of Service F.
- Demand on the Danforth and University Subways is at Level of Service F.
- Demand on the Yonge Subway north of Bloor is at Level of Service D.
- Demand on the Spadina Subway is at Level of Service C.
- Peak point demand on the proposed Eglinton R.T. local service is approximately 9,000 pph.

2011 EGLINTON R.T. REGIONAL SERVICE (EXHIBIT 5.11)

- Demand on the Yonge (south of Bloor) and University Subways exceed Level of Service F.
- Demand on the Danforth Subway is at Level of Service F.
- Demand on the Bloor and Yonge (north of Bloor) Subways is at Level of Service D.
- Demand on the Spadina Subway is at Level of Service C.
- Demand on the proposed Spadina Eglinton R.T. Regional Service is approximately 17,000 pph.

EXHIBIT 5.2

Level of Service Forecasts

	19[illegible]	2001	2001	2011	2011	2011
	Actual	Base Case	[illegible] Level of Service	Base Case	[illegible] Service	[illegible] Level of Service
Yonge* South of Bloor	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Yonge North of Bloor	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
University*	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Spadina	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Danforth*	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bloor	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
EWRT	[illegible]		[illegible]		[illegible]	[illegible]

Note: * A proposed east leg of a downtown rapid transit [illegible] proposed [illegible] provide relief to overload conditions forecast for [illegible] Bloor), University and Danforth Subways.

EXHIBIT 5.4

Level of Service Forecasts

	1981 Actual	2001 Base Case	2001 EWRT Local Service	2011 Base Case	2011 EWRT Local Service	2011 EWRT Regional Service
Yonge* South of Bloor	F	F^+	F^+	F^+	F^+	F^+
Yonge North of Bloor	D	D	D	D	D	D
University*	C	E	F	F	F	F^+
Spadina	B	C	C	C	C	C
Danforth*	D	F	F	F	F	F
Bloor	C	F^+	F	F^+	F^+	D
EWRT	--	--	8,000pph	--	9,000pph	17,000pph

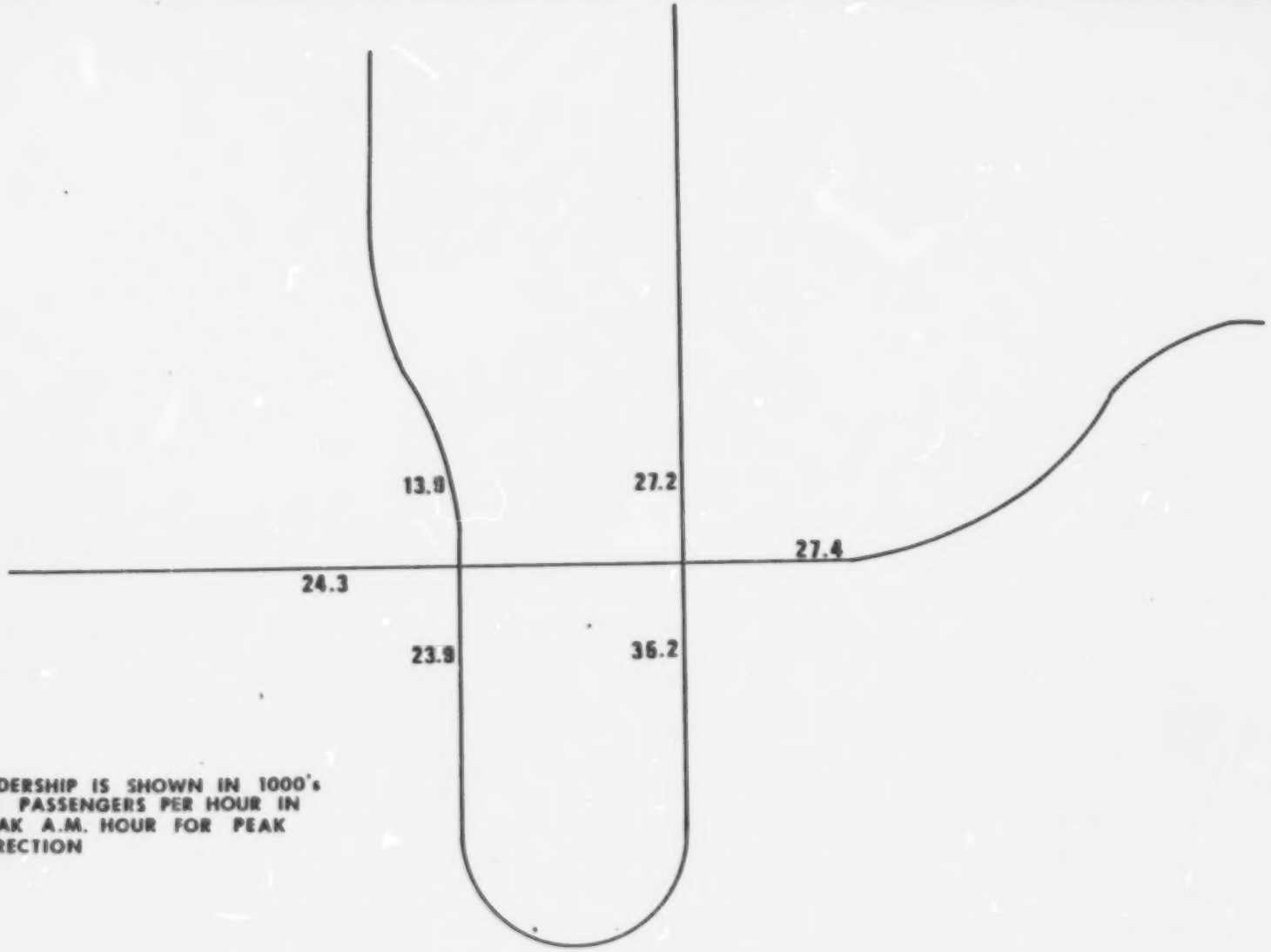
Note: * A proposed east leg of a downtown rapid transit line is expected to provide relief to overload conditions forecast for Yonge (south of Bloor), University and Danforth Subways.

EXHIBIT 5.5

YONGE-UNIVERSITY SUBWAY
LEVEL OF SERVICE

Level of Service	Description	Volume to Crush Load Ratio	Car Loading	6 Car[1] Train Loading	Line[2] Capacity
A	Choice Seating Zone. No standees.	0- .25	0- 56	0- 319	0- 9,000
B	Seating Zone. Some Standees. Relative east of movement within car.	.25- .50	56-112	319- 638	9,000-18,000
C	Standee Zone I. Almost all seats used. One standee for each seated passenger. Limited movement within car.	.50- .75	112-169	638- 963	18,000-27,000
D	Standee Zone II. No seating available. Three standees for every two seated passengers. Circulation within car difficult.	.75- .85	169-191	963-1,089	27,000-31,000
E	Contact Zone. Extremely crowded. Some passengers left on platform.	.85- .95	191-214	1,089-1,220	31,000-34,000
F	Close Contact Zone. Crush loading Passengers regularly left on platform. Movement within car only possible enmasse. System delays and stoppages start to occur	.95-1.00+	214-225[3]	1,220-1,283	34,000-36,000+

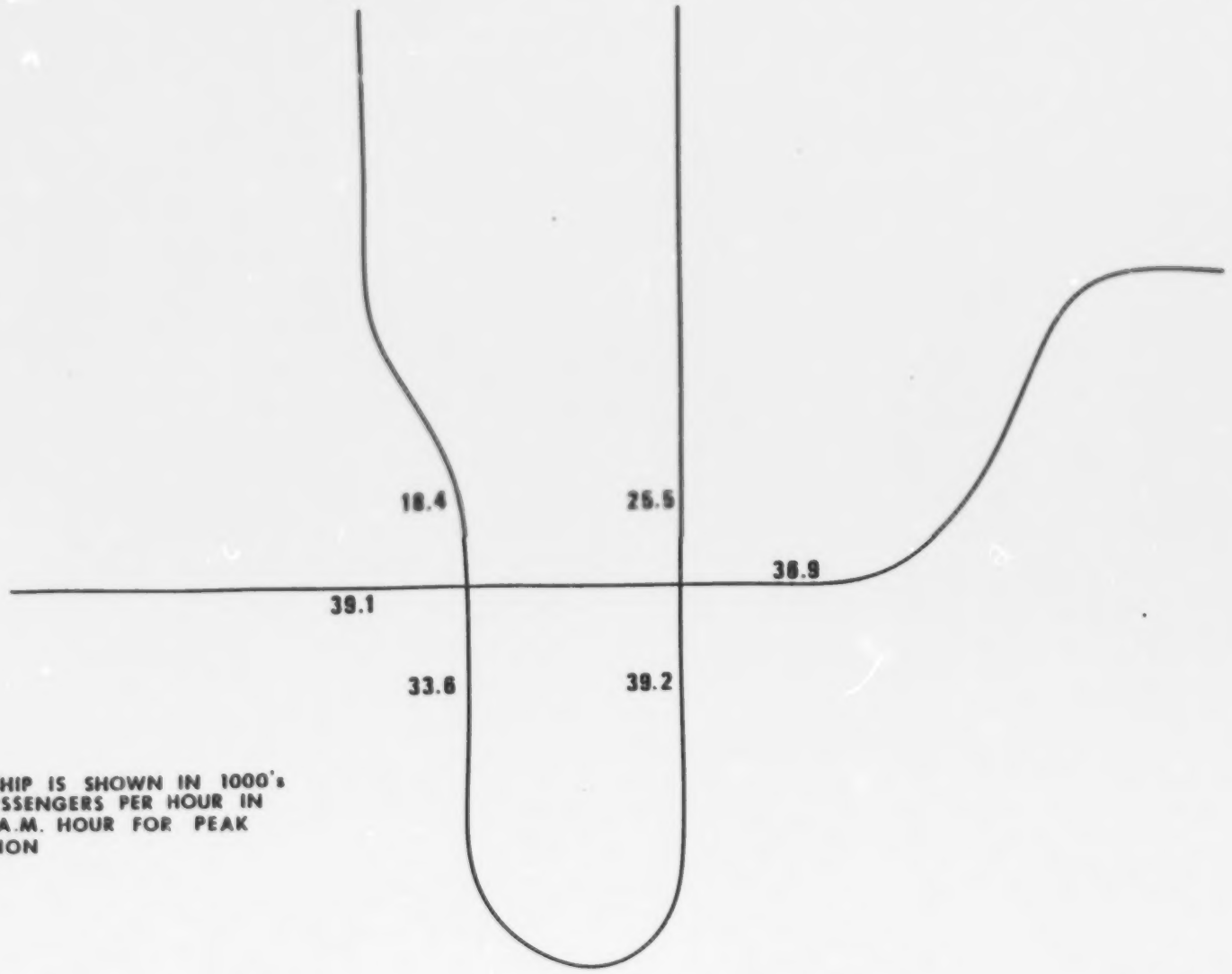
1. The 6 car train loading is calculated as 95% of the total of individual car loadings to allow for uneven distribution of passengers.
2. Calculated on the basis of 28 trains per hour.
3. A passenger load of 225 pph on each of the six cars in a train set operating on a schedule of twenty-eight trains per hour produces a theoretical crush capacity for the line of 37,800 pph.



NOTE: RIDERSHIP IS SHOWN IN 1000's OF PASSENGERS PER HOUR IN PEAK A.M. HOUR FOR PEAK DIRECTION

1981 ACTUAL RIDERSHIP

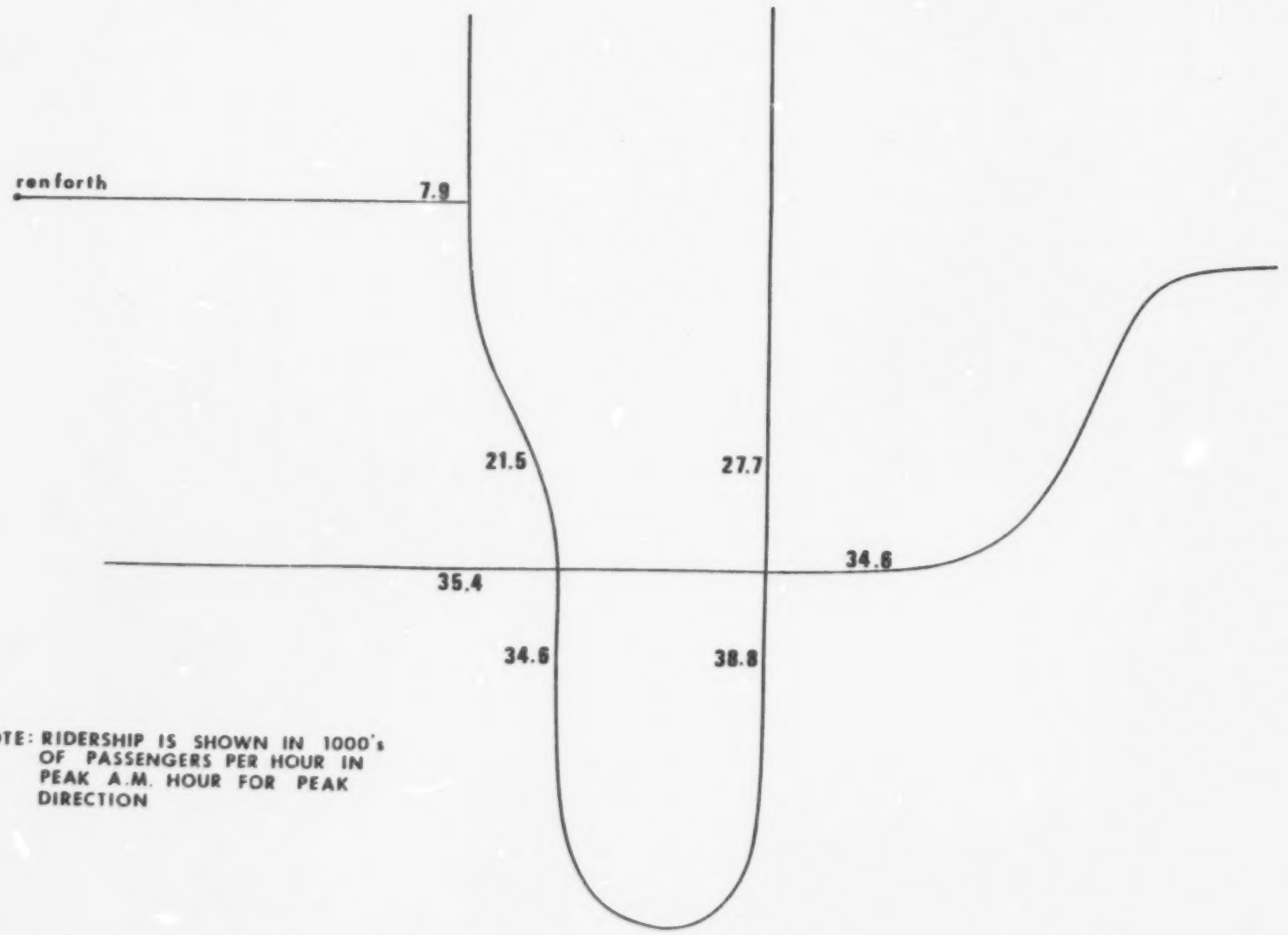
EXHIBIT 5.6



NOTE: RIDERSHIP IS SHOWN IN 1000's OF PASSENGERS PER HOUR IN PEAK A.M. HOUR FOR PEAK DIRECTION

2001 BASE CASE
SIMULATED TEST

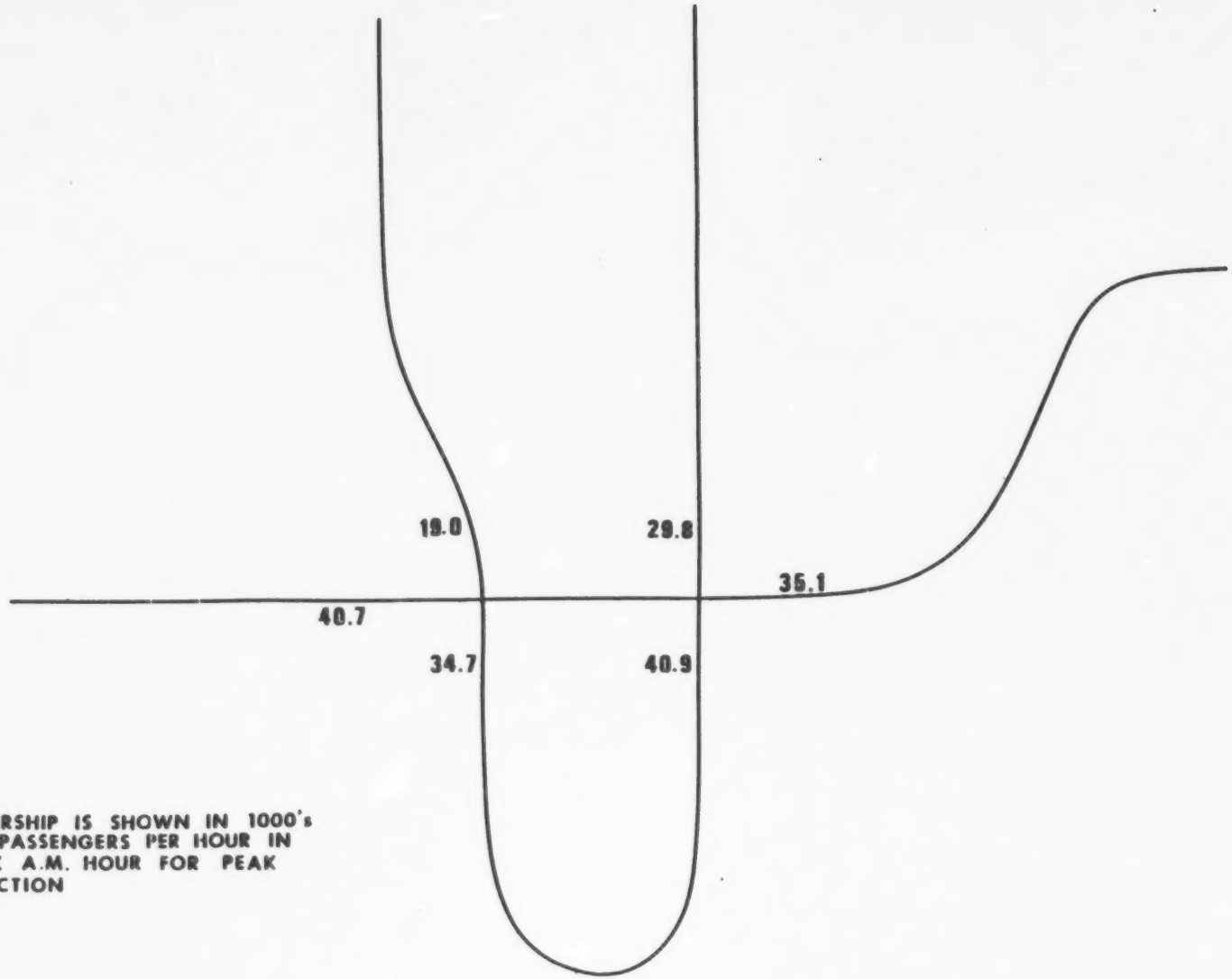
EXHIBIT 5.7



NOTE: RIDERSHIP IS SHOWN IN 1000's OF PASSENGERS PER HOUR IN PEAK A.M. HOUR FOR PEAK DIRECTION

2001 EGLINTON RT LOCAL SERVICE
SIMULATED TEST

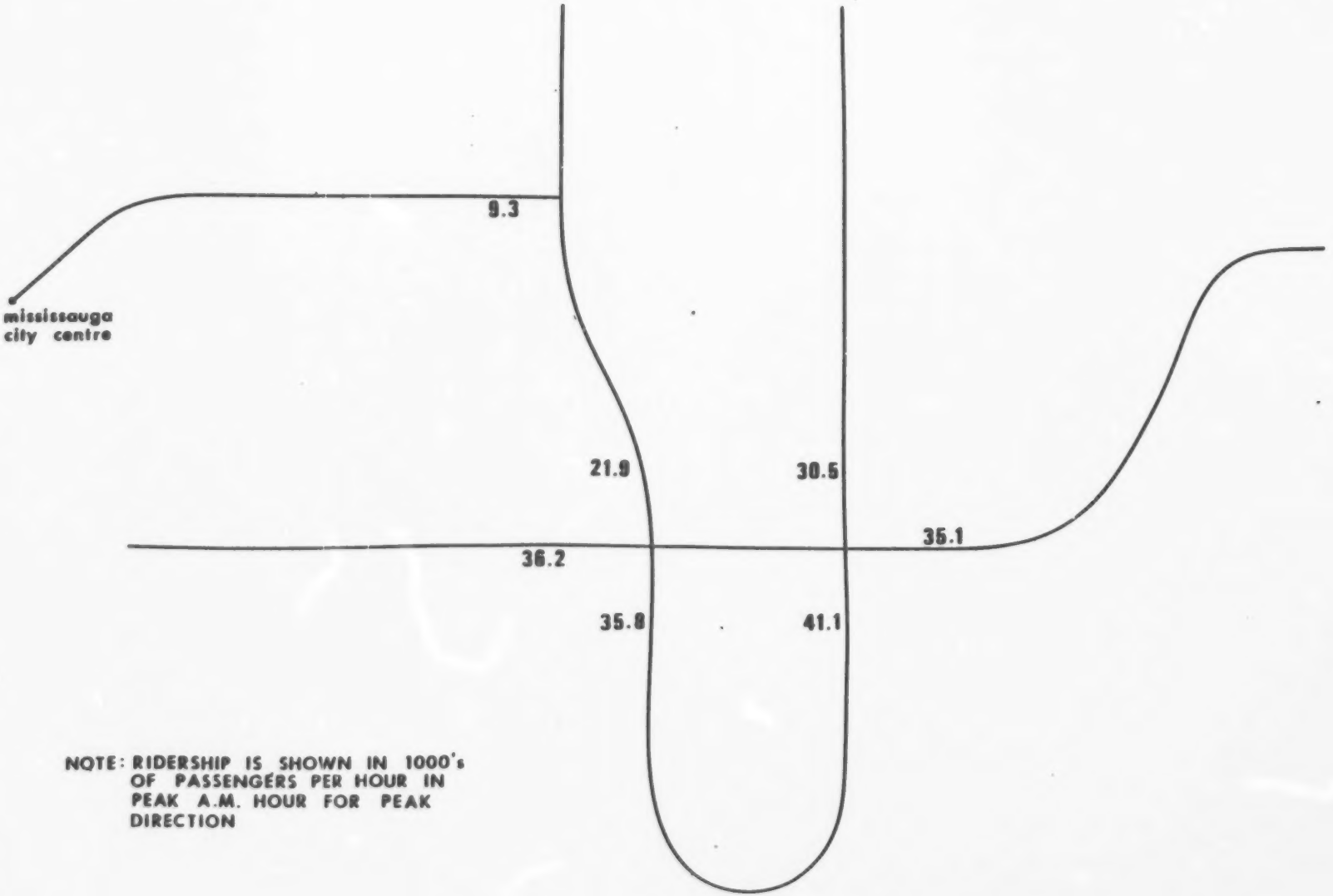
EXHIBIT 5.8



NOTE: RIDERSHIP IS SHOWN IN 1000's OF PASSENGERS PER HOUR IN PEAK A.M. HOUR FOR PEAK DIRECTION

2011 BASE CASE
SIMULATED TEST

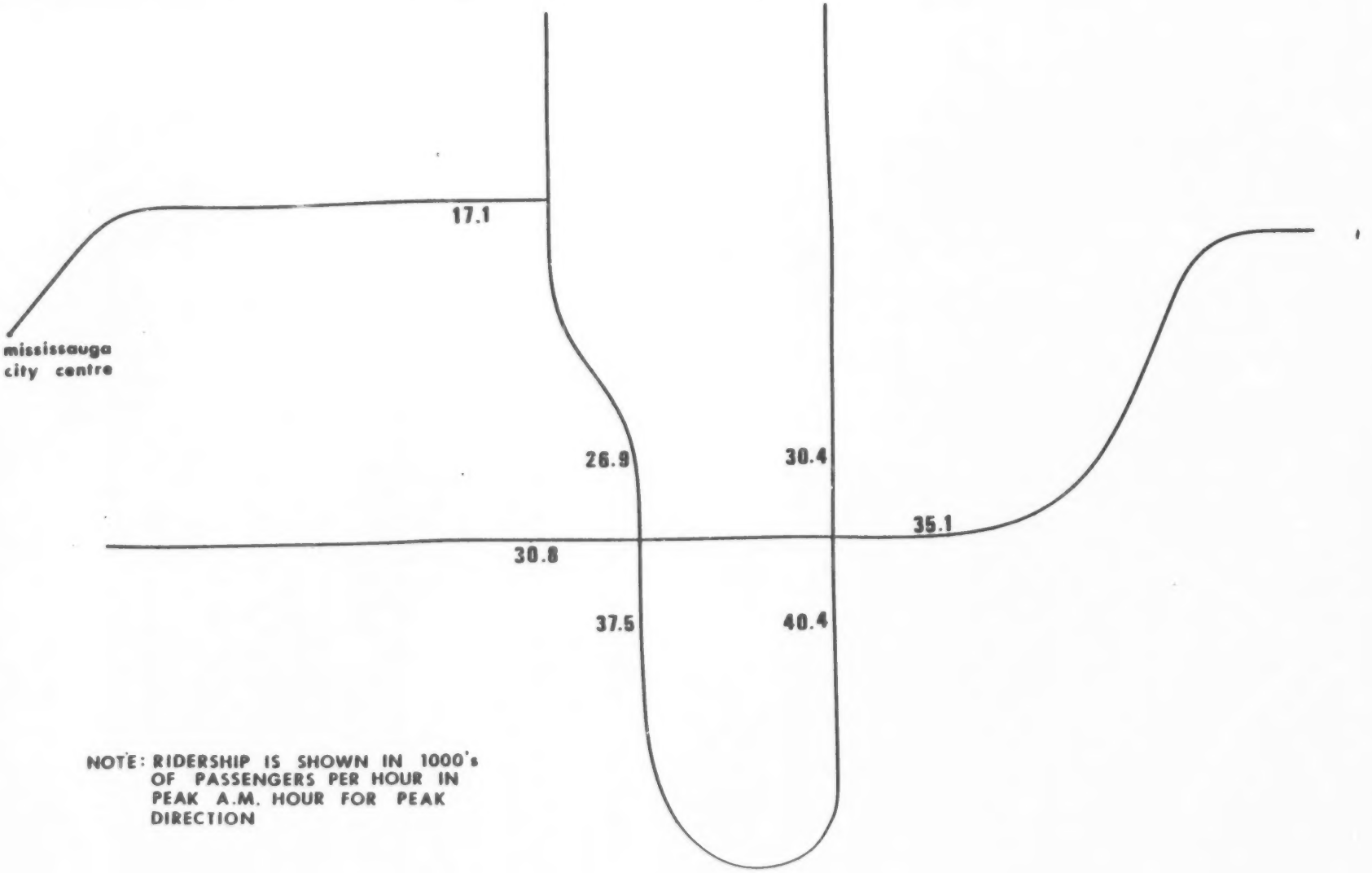
EXHIBIT 5.9



NOTE: RIDERSHIP IS SHOWN IN 1000's OF PASSENGERS PER HOUR IN PEAK A.M. HOUR FOR PEAK DIRECTION

2011 EGLINTON RT LOCAL SERVICE
SIMULATED TEST

EXHIBIT 5.10



NOTE: RIDERSHIP IS SHOWN IN 1000's OF PASSENGERS PER HOUR IN PEAK A.M. HOUR FOR PEAK DIRECTION

2011 EGLINTON RT REGIONAL SERVICE
SIMULATED TEST

EXHIBIT 5.11

Overview

BASE CASE

Without increased rapid transit capacity both the years 2001 and the year 2011 tests indicate serious transit deficiencies into the Central Area of the City of Toronto. These deficiencies occur in both east-west and north-south directions. Demand on the Bloor Subway and the Danforth Subway into the Central Area will reach and exceed the 1981 peak demand on the Yonge Subway by the year 2001, indicating a need for relief facilities from the east and the west for both the Danforth Subway and the Bloor Subway within the next fifteen years.

More serious overcrowding is forecast for the Yonge and University Subways indicating an earlier need for additional north-south transit facilities into the Central Area. This transit deficiency was discussed in the Downtown Rapid Transit Study Report 2.01.

EGLINTON R.T. SERVICE

A rapid transit service on Eglinton Avenue was tested using two different scenarios to test the comparative effectiveness of the two operations in attracting ridership and in reducing demand on the Bloor Subway. The initial test assumed a high level of local accessibility through frequent spacing of rapid transit stations. This service would effectively replace the existing transit service on Eglinton Avenue, and offer improved local transit service. The disadvantages are that this operating strategy reduces the travel speed through the need for a greater number of station stops.

The second test traded off local accessibility in favour of a higher speed operation for the longer distance traveller. Maintenance of a satisfactory local service would require a parallel bus service similar to Yonge Street north of Eglinton.

The test simulations indicate that the higher speed service is much more effective in attracting peak point ridership and in reducing demand on the Bloor Subway. On a comparison basis the regional R.T. service attracts about 80%

more ridership and is over twice as effective as a relief facility to the Bloor Subway. The reader should be cautioned that model simulation of rider response to crowd conditions and trip time may be tentative and that this test may overstate the sensitivity of riders to an approximate ten minute travel time saving, and understate ridership response to crowd conditions. The effect may be a bias in favour of the high speed regional Eglinton R.T. when compared to the lower speed local service. The test does however indicate, on a relative scale, the greater attractiveness of a high speed service to passengers travelling longer distances, and suggests that greater ridership can be achieved on the proposed EWRT, if regional, rather than local service is offered.

OTHER CONSIDERATIONS

The simulation model used in testing the various transportation networks does not recognize capacity constraints of existing or proposed facilities. As a result none of the optional rapid transit alignments tested in the simulation model generated significant additional transit trips, rather, they caused a reassignment of trips resulting in demands in excess of capacity on some transportation facilities. For example, considerable capacity deficiency was forecast for auto travel on the road network across the southern portion of the West Metro Boundary. In the absence of feasible improvements to the road system, commuters could react to such a deficiency in several ways such as extending the peak period, increasing auto occupancy, changing modes or in the longer term, changing place of residence or employment.

It is probable that road congestion may cause some centrally oriented auto trips to switch to transit mode beyond those simulated by the model. The effect is that this may lead to transit ridership in excess of that forecast in these simulation model tests.

The tests reported for the EWRT Study do not take into account a proposed Downtown Rapid Transit facility which is expected to provide the necessary relief to congestion from the east on the Danforth Subway, and to the south on the Yonge and University Subways. In a 1978 origin-destination survey by TTC, over 7,000 passengers originating from east of Yonge Street in the a.m. period transferred at St. George Station rather than Yonge-Bloor to travel downtown.

A number of these passengers would be expected to shift to an east leg of a new downtown line creating residual capacity on the University Subway for trips from the west and north-west.

SECTION 6 - TRANSIT SERVICE IMPROVEMENTS

Mississauga Trips to Downtown

A rapid transit service in the Eglinton corridor operated as a regional service and connected to Mississauga through a rapid transit connection from City Centre to a Renforth-Eglinton transfer terminal, offers an attractive time-competitive trip into downtown Toronto from Mississauga areas north of about Dundas Street. Travel time contours comparing trip time via an Eglinton RT with the existing trip time by the Bloor Subway is shown on Exhibit 6.1. The proposed Eglinton RT would offer an approximate ten minute time saving for residents north of Burnhamthorpe Road and encourage a modal shift from the auto to transit.

Mississauga Trips to Etobicoke and York

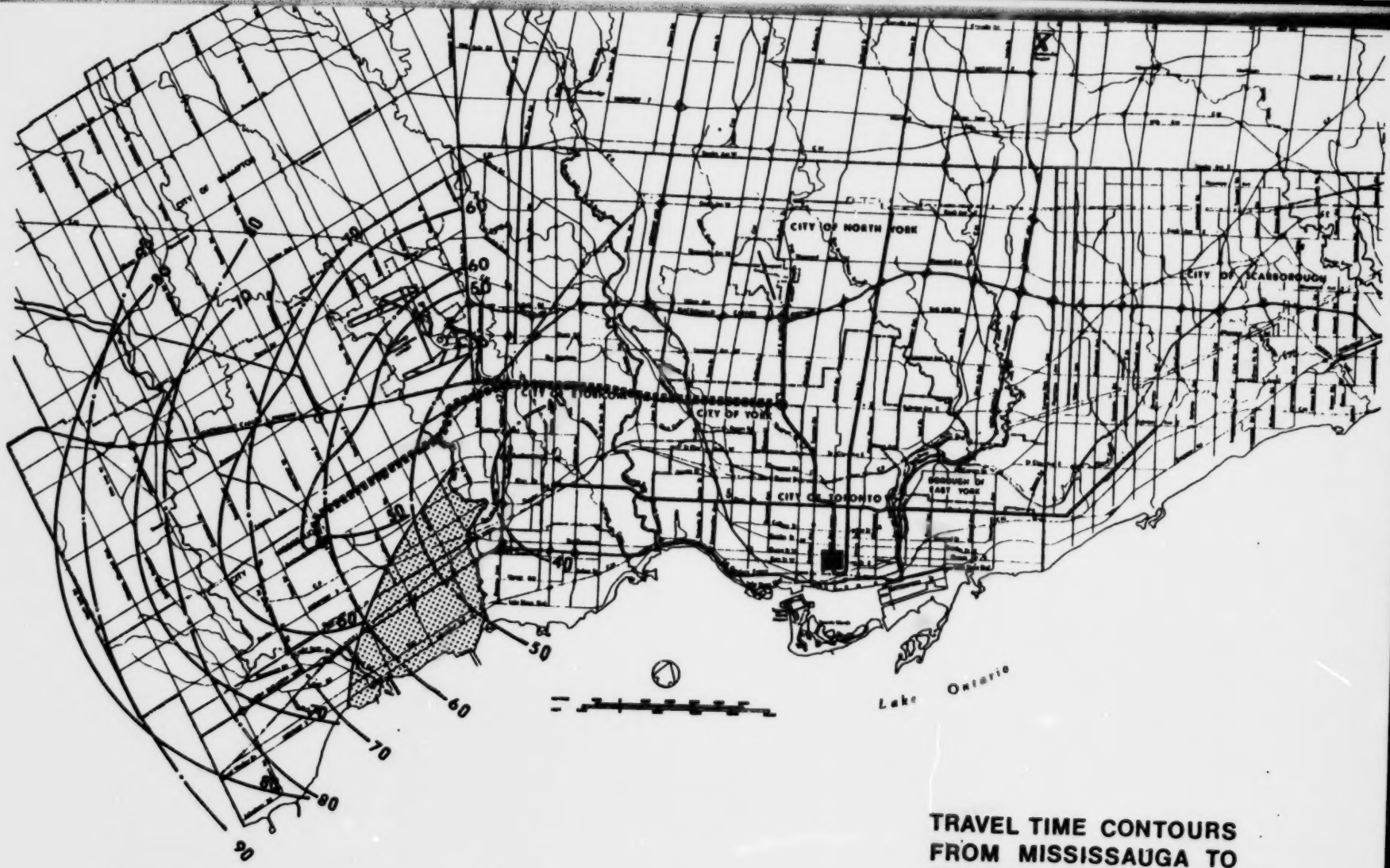
Exhibit 6.2 illustrates trip time savings for Mississauga residents working in the Eglinton corridor in Etobicoke or York compared to travel time by existing transit. This trip, and trips between Mississauga and north Etobicoke or North York, are presently poorly served by transit. The significant improvements shown for trips to a destination within the corridor would also be available to transit users destined to employment centres north of 401 in Etobicoke and North York. This trip time improvement would encourage a shift towards transit involving many of the auto work trips presently using the arterial street network which has experienced the fastest traffic growth in the past.

Northwest Metro Trips to Downtown Toronto

The northwest area of Metro was identified in 1974 in the Metropolitan Toronto Transportation Plan Review studies as an area poorly served by transit. This area continues to be poorly served and can be better served through implementation of an Eglinton rapid transit line. Exhibit 6.3 compares the travel times to downtown by existing transit service with travel time if the Eglinton rapid transit line was operational. For most residents of the northwest Metro area the improvement would be as much as ten minutes.

Northwest Metro Trips to Mississauga

A growing component of the West Metro Boundary travel pattern is the trip in the a.m. by the resident of Metro working at a location in Mississauga. This trip volume is approximately one-half that of the volume from Mississauga into Metro, but will become of greater importance as employment opportunities grow in Mississauga. These opportunities are located within a short distance of a large labour force in Metro that are expected to increasingly travel west for employment opportunities. Except for resident locations near the Bloor Subway this trip is poorly served by existing transit. Exhibit 6.4 illustrates the significant improvements that can be made in transit servicing this trip if an Eglinton rapid transit service is introduced. This degree of improvement will encourage a major shift in travel patterns away from the auto and towards transit, and reduce growing pressure for road and expressway improvements between Peel and Metro.

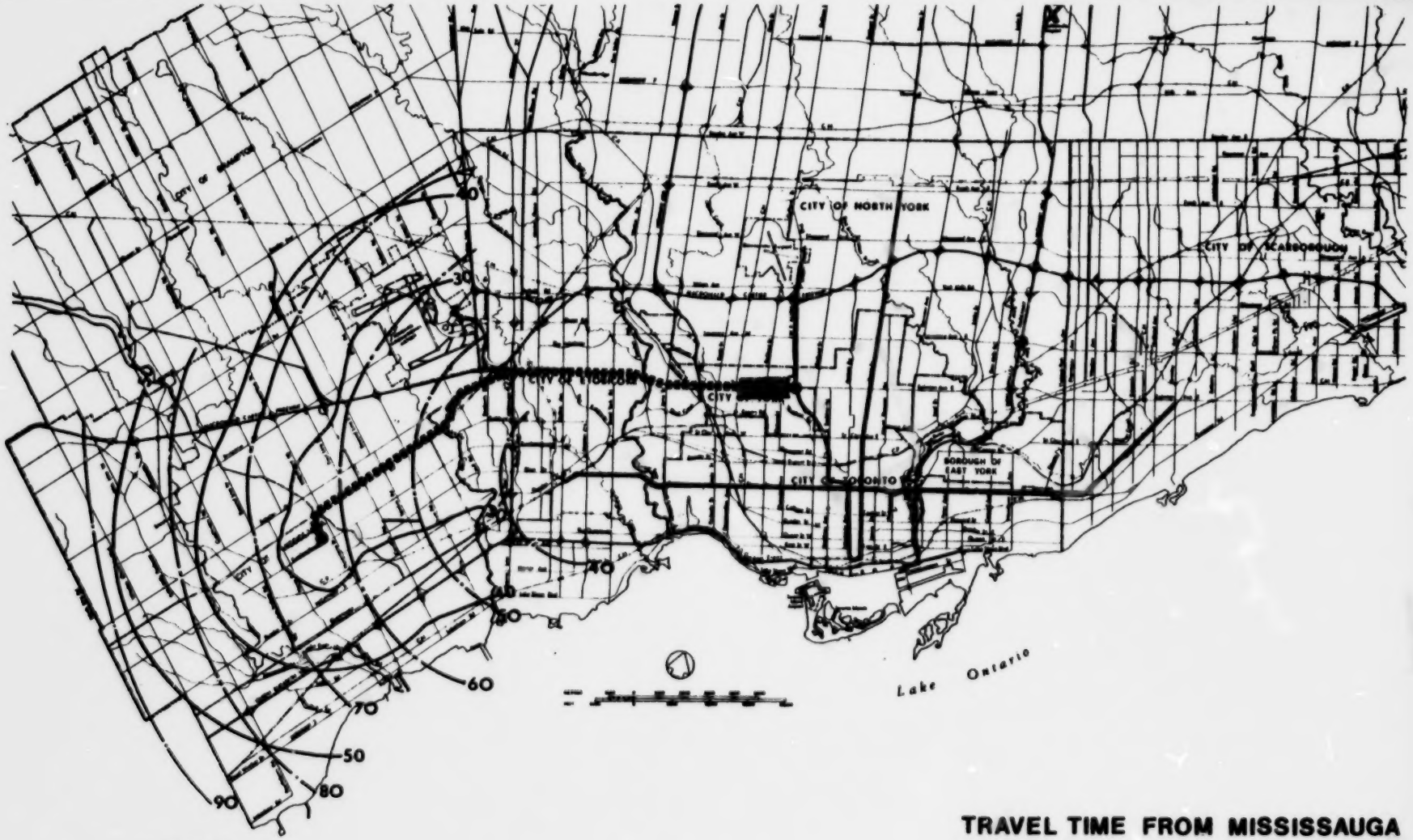


TRAVEL TIME CONTOURS FROM MISSISSAUGA TO TORONTO CBD VIA EWRT VS EXISTING SUBWAY (MINS.)

LEGEND:

- EGLINTON WEST RAPID TRANSIT (EWRT)
- VIA EWRT
- VIA EXISTING SUBWAY
- AREA OF MISSISSAUGA BETTER SERVED BY SUBWAY
- TORONTO CBD

EXHIBIT 6.1

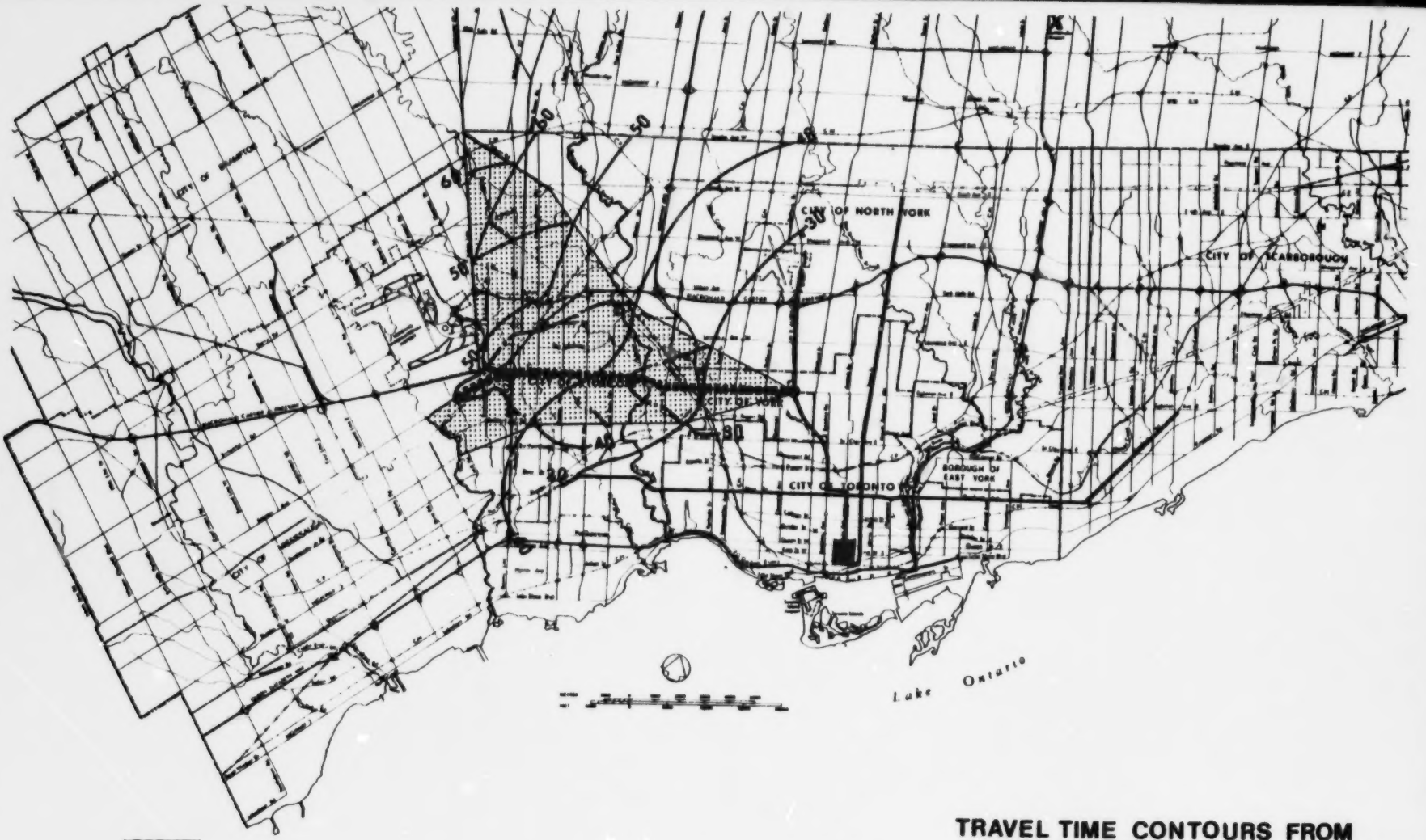


LEGEND:

- EGLINTON WEST RAPID TRANSIT (EWRT)
- VIA EWRT
- VIA SUBWAY
- EGLINTON CORRIDOR

TRAVEL TIME FROM MISSISSAUGA TO EGLINTON CORRIDOR IN CITY OF YORK VIA EWRT VS SUBWAY (MINS.)

EXHIBIT 6.2

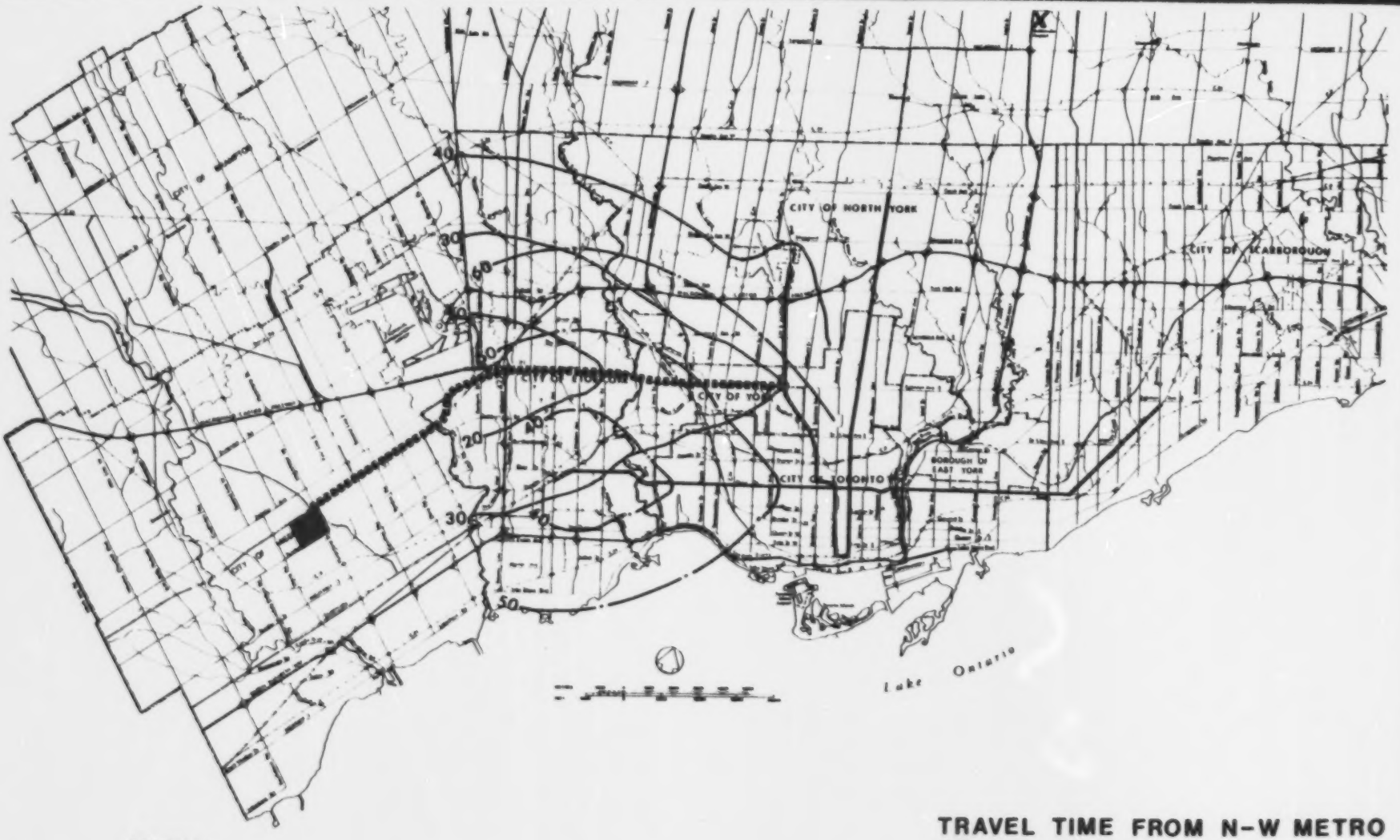


LEGEND:

- EGLINTON WEST RAPID TRANSIT
- TRAVEL TIME ON EXISTING SUBWAY SYSTEM
- TRAVEL TIME ON EWRT
- EWRT CATCHMENT AREA
- TORONTO CBD

TRAVEL TIME CONTOURS FROM NORTHWEST METRO TO TORONTO CBD (MINS.)

EXHIBIT 6.3



LEGEND:

EGLINTON WEST RAPID TRANSIT (EWRT)

VIA EWRT

VIA SUBWAY/MISSISSAUGA TRANSIT

MISSISSAUGA CITY CENTRE

TRAVEL TIME FROM N-W METRO TO MISSISSAUGA CITY CENTRE VIA EWRT VS SUBWAY / MISSISSAUGA TRANSIT (MINS.)

EXHIBIT 6.4

Transit Services to Pearson International Airport

PRESENT AND FUTURE EMPLOYMENT AT THE AIRPORT

Employment within the Airport planning zone bound by Dixie Road, Airport Road, Derry Road and Highway 401, was approximately 12,000 persons in 1981. Future employment in the years 1991 and 2011 is forecast at 18,000 and 30,000 respectively. The employment levels used are those developed by the City of Mississauga and the Region of Peel. As some of the employment involves shift work, the peak hour demand relative to total employment is comparatively low.

PRESENT TRANSIT RIDERSHIP INTO THE AIRPORT

TTC, Gray Coach Lines and Mississauga Transit provide surface transit service to the Airport. Gray Coach provides express service from downtown Toronto hotels and from the Islington, York Mills and Yorkdale subway stations. For the purposes of this report, transit ridership figures do not include passengers on the downtown express buses.

Present transit counts from the three transit agencies during the peak a.m. hour are in the range of 250 to 300 passengers. In relation to present employment, this level of ridership is approximately 2%. In 1980, Peel Region conducted an Employment Trip Survey in Peel (ETSIP) and its results for the Airport showed that the transit modal split for inbound trips between 7:00 a.m. and 10:00 a.m. was 6.7%. The modal split to transit for total two-way trips was 9.0% for the same period. In relation to total employment, the transit ridership was found to be in the order of 2%.

FORECASTING MODELS

A number of agencies have recently produced forecasts of transit ridership to the airport resulting from services specifically designed to serve it, or from regional services diverted to serve the airport area. Exhibit 6.5 shows a summary of forecast produced by the Transportation Development Agency (Transport Canada), GO ALRT and the Mississauga Transportation Study.

The future demand is forecast to be in the 2,000-5,000 persons per peak direction per hour range between 1991 and the year 2011. An express bus service from the

proposed Eglinton West Rapid Transit line to the Airport would be better suited to the forecast demand requirements than an LRT service. There is the possibility of using express buses in mixed flow along Renforth Drive and the Airport Service Road to the Airport Rapid Transit Terminal in the initial stages of the planning period up to the early 1990's. Recognizing that the road network in the vicinity of the Airport cannot be relied upon in the peak period, a separate express bus right-of-way should be identified and in use at such time as the Eglinton West Rapid Transit line is implemented to the west boundary of Metropolitan Toronto.

EXHIBIT 6.5

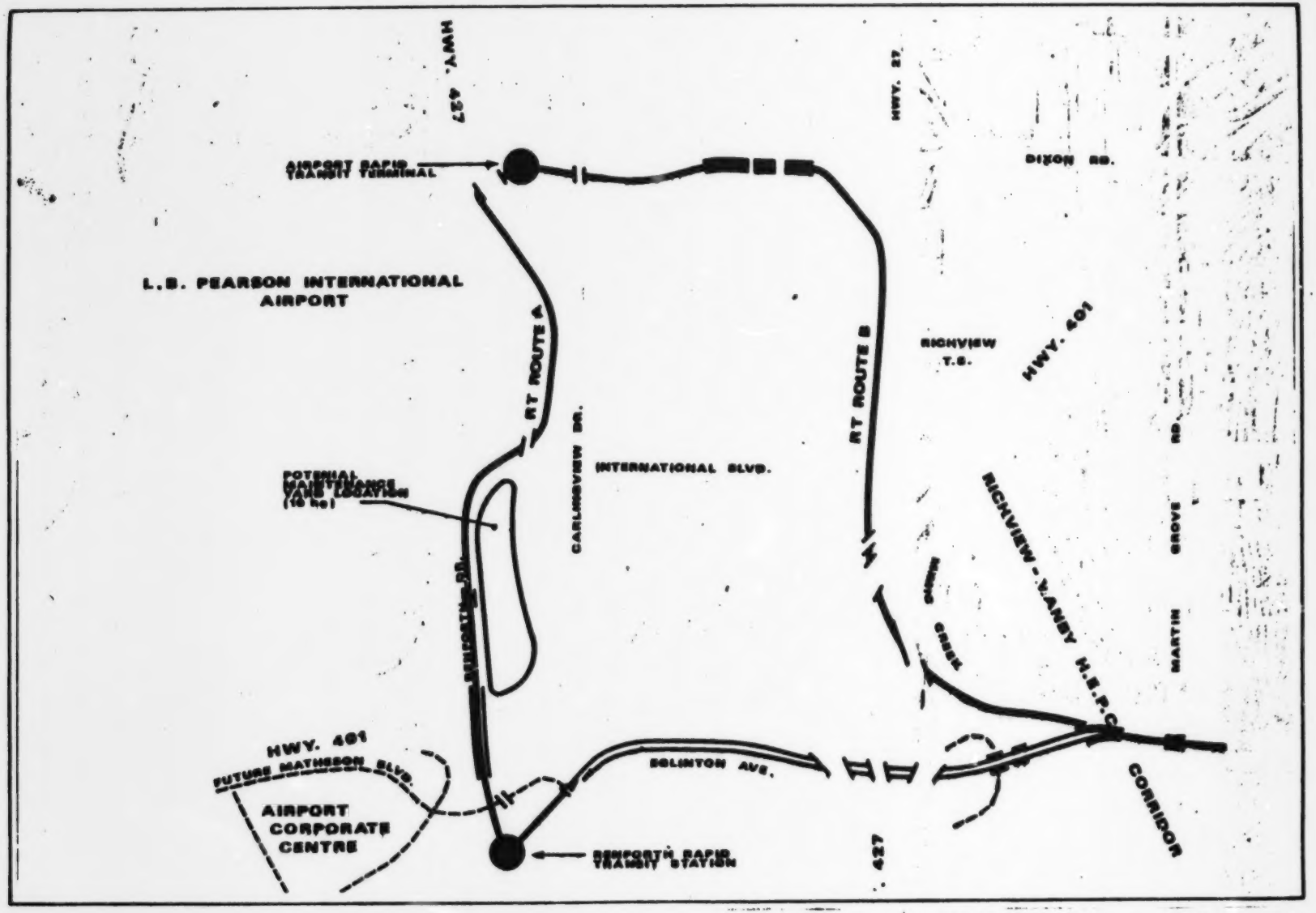
SUMMARY OF TRANSIT DEMAND FORECASTS

	YEAR			
AGENCY	1991	2001	2011	2021
TDA Transit Demand Forecast	1,300 Passengers Per Peak Hour			
GO ALRT Transit Demand Forecast	Scenario A & C	23,000	29,950 24 Hour	35,400 Ridership
	Scenario D	21,100	26,700	31,100
City of Mississauga Transportation Study Transit Demand Forecast	1,213 Passengers Per Peak Hour		2,422	

AIRPORT RAPID TRANSIT TERMINAL

For the purposes of this technical memorandum, it has been assumed that the Airport Rapid Transit Terminal would be located in the vicinity of Dixon Road and Highway 427 on a parcel of land east of the Highway 427 exit ramp and south of Dixon Road. Exhibit 6.6 shows two possible alignments for a connection between EWRT and the airport. Route 'A' from the Renforth Drive/Eglinton Avenue area on an alignment between the Airport Service Road and Highway 427. Route 'B' from the Martin Grove/Eglinton Avenue area on an alignment along Highway 27 and Dixon Road.

The result of this evaluation suggest that Route 'A' is the more desirable for the future express bus transit services to the Pearson International Airport. It is a short direct route; minimal social environment impact because it does not displace any homes or industry; minimal natural environment impact because it is in existing right-of-ways and primarily utilizes property that is not stated for development; good potential ridership because both east and west originating trips have equal access; good for implementation because the route would best fit into the long term inter-regional transit strategy; and at reasonable cost because it is mainly at-grade (four grade separations required).



POSSIBLE ALIGNMENTS FOR A CONNECTION TO PEARSON INTERNATIONAL AIRPORT

EXHIBIT 6.6

SECTION 7 - BENEFITS

Support of Commercial Centres

To quote from the Metropolitan Toronto Transportation Plan Review summary report of 1975:

> "Transportation in urban areas is intrinsically related to land use. As a result, new transit facilities will be successful only if they are integrated with land use decisions that encourage the development of activity centres which will support those services. At the same time, new transit services can be used to shape development and urban form".

The City of York has proposed centres in the Dufferin-Eglinton, the York Civic Centre and the Weston-Eglinton areas. The City of Mississauga has proposed subcentres at the Airport Corporate Centre and Mississauga City Centre. These subcentres are proposed to include both commercial and employment activities, and their continuing development is dependent upon good transportation facilities to ensure a high level of accessibility to the resident population and labour force. A rapid transit facility on Eglinton Avenue, either extended to Mississauga City Centre or connected to the City Centre with a busway or equivalent level of service, will provide a much higher degree of accessibility than now exists. Exhibits 6.2 and 6.4 indicated the level of improvement that would be available to transit users. Transportation facilities have been used in the Metro region to structure and foster city form, and the EWRT line would offer an opportunity to reinforce the development of subcentres in this corridor between the Spadina Subway and Mississauga City Centre.

Reduced Auto Traffic on Etobicoke Streets

During the past six years (1977-1983) arterial streets in Etobicoke crossing the West Metro Boundary, have experienced a 37% growth in traffic during the peak period. Mississauga's rapidly growing population has been the major factor in the traffic growth, but another important factor has been poor transit service for many

of these trips. While transit's share of the market has grown during this period for most parts of Metro, there has been no significant change in the transit share of trips across the West Metro Boundary and into Etobicoke. Transit has improved its market growth largely in the south Etobicoke area. This has been largely the result of improved GO Rail service in the Lakeshore corridor. Similar transit service improvements have not been introduced into central or north Etobicoke. An EWRT service can provide these improvements and can be expected to achieve a larger transit share of these work trips. A direct benefit of a shift towards transit would be an expected decrease in rate of growth of automobile traffic on the arterial streets of Etobicoke.

Reduced Passenger Loads on Bloor Subway and St. George Transfer Station

The Bloor Subway opened in 1966 and in its initial year carried approximately 15,000 passengers at the peak ridership point in the a.m. rush hour. Since 1966, ridership has increased at a medium growth rate of 500 pph per year, and the Bloor Subway now carries about 24,000 passengers per peak hour. Forecasts, both by computer tests using the Metro Travel Demand Model and by trend analysis, indicate a continuation of this ridership growth and potential full capacity loadings on this subway line within the next fifteen to twenty years. The passenger capacity and existing levels of service at St. George station during peak periods were reviewed by Consultants for the study. The Consultants drew the conclusion that this station is now operating at or near capacity, and that any future increases in loading on the platforms from transfers between the Bloor-Danforth Subway and the University Subway may necessitate crowd control measures similar to the Bloor-Yonge station to meet minimum safety requirements. The Consultants concluded that under existing conditions increased traffic volume at this station cannot be accommodated at a satisfactory level of service.

As ridership on the Bloor Subway grows, and as the line and station capacity is approached, levels of transit service to residents of the City of Toronto boarding trains closer to the central area will increasingly deteriorate. This declining level of service will result in an increasing demand for a relief facility or alternative transit service into downtown. From the simulated testing summarized on Exhibit 5.4, an EWRT line operated as a regional service appears to reduce the demand on

the Bloor Subway by over 30%, and maintain a Level of Service D for riders of the Bloor Subway to beyond the year 2001. This level of diversion of trips from the Bloor Subway does not appear as probable if the EWRT is designed as a local service.

SECTION 8 - ALTERNATIVES TO THE UNDERTAKING

The volume of eastbound trips crossing the West Metro Boundary in the morning rush period has grown by over 28% since 1977, and the predominate share of these trips has been by private car. Exhibit 5.1 illustrated this growth and in particular the growth of auto travel. Existing transit services, shown in Exhibit 8.1, have failed to offer a competitive service meeting the needs of many of these trips. As an alternative to a new transit facility such as the proposed EWRT, consideration must be given to the opportunities and limitations to improve these existing transit services. These services consist of the GO Rail services on the Georgetown, Milton and Lakeshore lines, and the Mississauga Transit bus service connecting to the Bloor Subway at Islington Station. The GO ALRT Program is also reviewed as an alternative to the undertaking for future travel demand.

GO Transit Improvements

GO Transit rail service to Mississauga and Peel is provided by three GO Rail lines; the Lakeshore West line, the Milton line, and the Georgetown line. The Georgetown line serves residential areas in Bramalea and Brampton, and serves a market area quite different from that proposed for the EWRT facility. For this reason, the following discussion centres primarily on the Lakeshore West and the Milton services.

The Lakeshore West GO Rail Transit service schedules seven trains during the peak period, and offers a passenger capacity of about 15,000 passengers. This compares with an existing ridership of just less than 9,000 passengers during the peak two hours. Reverse flow traffic is negligible. If a ten minute headway can be achieved for this Lakeshore service, the future potential capacity can be increased up to 26,000 passengers over the two hour period, or 13,000 passengers per hour. The run time from the Port Credit station in Mississauga, to Union Station is twenty-four minutes.

The Milton GO Rail Transit service schedules three trains to arrive at Union Station during the peak period, and offers a passenger capacity of about 6,500 passengers. This compares to an existing ridership of 2,200 passengers during the

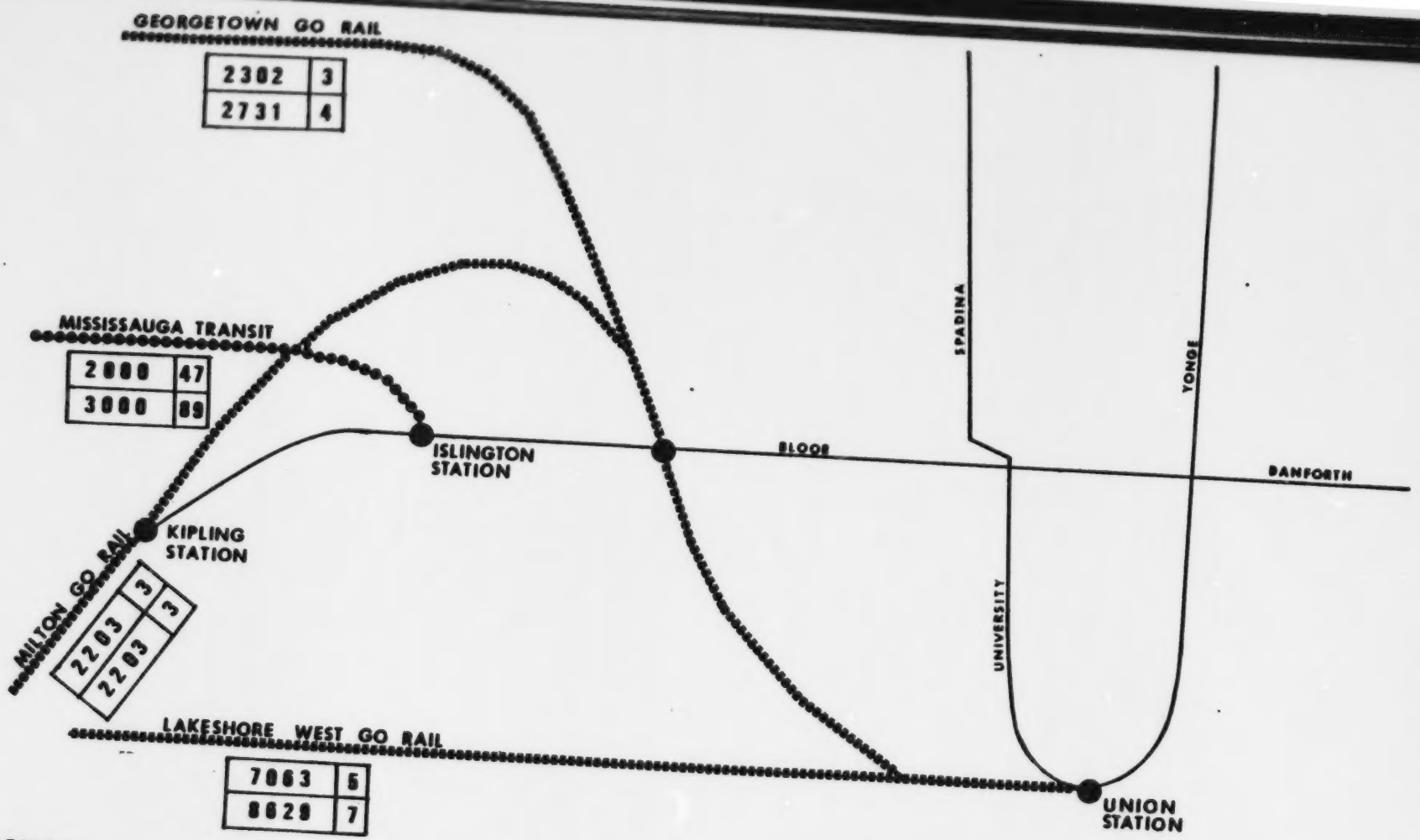
peak two hour period. Reverse flow traffic is negligible. The run time from the Cooksville Station, located near the Mississauga City Centre, and Union Station is twenty-nine minutes.

The GO Rail service is a radial transit service connecting Mississauga and Peel to downtown Toronto. It primarily serves the work trip of the resident of Mississauga who works in the Central Core of Toronto. This component of travel across the West Metro Boundary represents about 30% of the trips originating in Mississauga with Metro destinations, and will continue to grow and require continued improved transit service. A program should be persued toward further improvements in this GO service in order to provide better transit for these radial trips into downtown Toronto. However, this trip is not the component of travel across the West Metro Boundary that is causing the major increases in auto traffic on arterial streets through and within Etobicoke, and improvements in the GO service should not be expected to offer any significant relief from these traffic volumes between Mississauga and Etobicoke, York and North York.

Mississauga Transit Improvements

30% of subway riders arriving at the Islington subway station arrive by Mississauga Transit. Mississauga Transit schedules eight-nine buses into this subway station during the peak a.m. period and carries an estimated 3,000 passengers. The reverse flow during this same period, TTC passengers using Mississauga Transit to reach work locations in Mississauga. is about 1,100 passengers. This reverse flow component has modestly increased over the past eight years.

Mississauga Transit bus connections to the Bloor Subway offer competitive trip times to residents of Mississauga with destinations served by the subway, and to residents of Metro within the catchment area of the subway who work at Mississauga addresses served by Mississauga Transit. This bus connection to the subway does not provide an attractive trip time for most of the work trips between Mississauga and north and central Etobicoke, and for work trips between Mississauga and York or North York.



LEGEND:

	RIDERSHIP	VECHICLES
PEAK HOUR		
PEAK PERIOD 7:00 – 9:00 am		

WEST METROPOLITAN CROSS BOUNDARY EXISTING TRANSIT SERVICE

EXHIBIT 8.1

Proposed GO ALRT Northern Section

In October 1982, a major rapid transit strategy, the GO ALRT Program was announced by the Government of Ontario for the Hamilton to Oshawa sector of the Province. The strategy was established in response to the growth and changes of land use and travel patterns within municipalities in Southern Ontario. Of particular concern was the rapid growth of travel between Metropolitan Toronto and the adjacent Regional Municipalities. The strategy falls under the responsibility of GO Transit and the Ministry of Transportation and Communications. One of the main components of the GO ALRT Program is the development of an east-west rapid transit line from Oakville to Pickering through the north part of Metropolitan Toronto linking the Mississauga, North York and Scarborough City Centres, and the Pearson International Airport. The line would connect with the other sections of the GO ALRT system at Oakville and at Pickering.

The objectives of the GO ALRT Northern Section described in the Study Design, require the identification of transit corridors that serve the designated City Centres and support and encourage the desired form of urban growth. The study is also to evaluate alternative rapid transit operating strategies (including joint TTC/GO ALRT use in North Metro) as well as integration and interface with existing service.

The GO ALRT program announced by the Province of Ontario as a measure to implement policies for regional transit, anticipated the development of over 200 kilometres of regional rapid transit line, and anticipated a long term implementation program. The GO ALRT program recognized the problem of inter-regional travel within the Metro Region, and offered a solution on an inter-regional basis following a transit oriented strategy. But the GO ALRT Program cannot substitute for regional transit programs and service. A number of reasons can be found for this:

1) The GO ALRT scope and purpose is too broad to specifically respond to local transportation needs.

2) An attempt in designing the GO ALRT service to meet both local and inter-regional needs would seriously compromise the overall objective of the program.

3) Frequently the inter-regional travel problem in the Metro Region is not a single problem, but a number of separate problems with distinctly different needs.

4) The GO ALRT planning process is scheduled over an extended time frame which may be beyond the planning horizon of the local travel needs.

It is important to note that the Renforth/Eglinton area is common to most alignment options in the GO ALRT Program and to the alignment proposed for the EWRT. An EWRT station in this area is potentially located to serve as a major inter-modal transfer station serving Mississauga Transit, airport transit service, GO ALRT and TTC bus service.

Improvements to the Existing Road Network

The Metro/Mississauga Cross-Commuting Study included a review of the improvement options in developing the future road network. In the early stages of the Cross-Commuting Study certain areas adjacent to the western Metropolitan boundary were identified as potential problem areas in terms of their ability to handle future traffic demand. Several links were therefore examined to determine if physical improvements could be implemented on the Queen Elizabeth Way (QEW) at Highway 427, Highway 401 at Highway 427 and the Eglinton Avenue segment between Renforth Drive and Martin Grove Road.

The analysis revealed that while an additional lane in each direction could be added on the QEW at Highway 427, this would require the narrowing of the width of the lanes from 12 feet (3.7 m.) to 11 feet (3.4 m.) and an elimination of the road's shoulders. It was concluded that these compromises would substantially reduce the gain that would normally be achieved by adding a lane of traffic.

With respect to improvements to Highway 401 in the vicinity of Highway 427, it was concluded that it is feasible to add a lane in each direction to provide a local capacity increase. However, it was noted that the congestion point in the eastbound direction occurred in the vicinity of Highway 409 and acted as a control point. Significant improvements at this location are unlikely since they would require complete reconstruction of the collector and core lanes and would possibly require additional right-of-way. Therefore, the additional lane would serve principally as storage for back-ups.

Direct access from the collector/distributor lanes of Highway 401 to Mississauga's Airport Corporate Centre was also considered, but was eliminated from further consideration due to the inadequate design for changing and weaving lanes. Access from the Highway 427 interchange was also deemed unacceptable due to the very high cost of providing a minimum of ten new structures for detours during construction.

The findings of the Cross-Commuting Study indicate that the possible expansion of the principal element of the cross-boundary road network could not be achieved in a manner consistent with the safe and economical provision of transportation facilities.

Do Nothing Option

The Do Nothing Option has strong and far reaching implications for land use development and operation of transit services. As indicated in previous sections of this report, the magnitude of the potential increase in peak period cross boundary travel was already recognized in the mid '70s. A review of land use and transportation forecasts conducted at that time, identified a potential 40% to 45% increase in peak period cross commuting by the year 2000. The review also concluded that the expressway system across the boundary was reaching capacity levels and that its expansion beyond committed levels would be restricted by existing physical and financial limitations. This conclusion has been reflected in the analyses of auto travel across the boundary which show that the proportion of cross-boundary auto trips on arterial roads as opposed to expressways, has grown from 40% to over 50% in the last decade.

The impact of not providing additional facilities would result in increased levels of congestion on the existing rapid transit system and on Etobicoke arterial roads. A recent study of the operation of St. George Station has revealed that certain elements of the station operate at or near capacity levels during the peak hour. The continuing growth of Mississauga Transit riders being fed into the subway system at its western extremity can only aggravate the congestion levels within the subway, and the transfer problem starting to surface at St. George Station. This could result in a shift to the car mode as discouraged riders abandon the transit system.

The recently released Report 2.01 - Problems and Issues to 2001 of the Downtown Rapid Transit Study indicates that by the late 1980's, the ridership on the University Subway is expected to be comparable to today's volumes on the Yonge Subway and that by the mid 1990's demand is expected to have reached capacity levels on both lines.

The issues raised by the Do Nothing Option relate therefore to the continuing decrease in the level of service of the existing transit system as it accommodates the growth of travel demand across the western boundary. They also relate to the realization of concerns expressed by both Etobicoke and York officials as increased levels of cross-boundary auto trips use arterial streets for access to downtown Toronto and other Metropolitan centres and their combined detrimental impact on the City of York's desire to improve the attractiveness of development in the Eglinton corridor.

SECTION 9 - CONCLUSIONS

In the six year period from 1977 to 1983, there was a 28% growth in person trips crossing the West Metro Boundary during the a.m. peak period. These trips were almost evenly divided among three destination groupings with 30% destined downtown, 40% to Etobicoke, and the remaining 30% to other parts of the Metro Region.

The growth in downtown trips has led to increased ridership on the Bloor Subway, GO Rail service and Mississauga Transit. The growth in trips to Etobicoke has led to increasing travel on Etobicoke arterial streets crossing the West Metro Boundary.

Within the Eglinton West corridor the Official Plan of Metro Toronto recognizes only one Regional Centre located at the Mississauga City Centre. However, four other centres or nodes can be identified from the Official Plans of the City of York and the City of Mississauga. These commercial nodes are located in York at Dufferin-Eglinton, York Municipal Centre, and Weston-Eglinton, and are proposed to be mixed commercial/residential medium density developments in concentrated form.

The Mississauga commercial centre is located adjacent to the Pearson International Airport at the Airport Corporate Centre. The proposed employment level is about 12,000.

Pearson International Airport has a forecast passenger growth to 24 million annual passengers by 1991, and up to 18,000 on-site employees. Most of these trips are now made by auto. Through improved transit service some of this growing volume of trips may be diverted to transit.

Traffic on Arterial Streets in Etobicoke

From 1977 to 1983 there has been almost a 40% growth in cross-boundary traffic on arterial streets in Etobicoke. It is considered that most of these trips are to work destinations in west and north-west Metro, an area that is poorly served by

existing transit service from Mississauga unless located within walking distance of the subway. A rapid transit service in the Eglinton corridor, either extended into Peel to the Mississauga City Centre, or supported by a Mississauga Transit system having similar service standards, would substantially improve transit between Mississauga and west or north-west Metro for both the Mississauga resident working in Metro, and the Metro resident working in Mississauga. To be effective the service provided by the rapid transit facility both in Metro and in Peel should meet the following standards:

1) A reserved right-of-way which probably requires grade separation with intersecting arterial streets and transit priority measures for any at-grade crossings with local streets.

2) An average operating speed of forty kilometres per hour including station stops. This implies an average station spacing of about two kilometres.

3) Fast and convenient interchange of passengers between the rapid transit service and connecting feeder bus routes.

4) Fast and convenient interchange between the Metro rapid transit service and the Peel rapid transit service at a transfer hub in the Renforth area; or alternatively, a continuation of service on the same facility.

Work Trips from the Municipality of Peel to Downtown Toronto

Most work trips by residents of Mississauga working in downtown Toronto are made by GO Rail, Mississauga Transit and TTC, and the Gardiner Expressway. The near capacity operation of the Gardiner since 1977 has forced most of the growth to occur on the GO Rail and Mississauga Transit service. Opportunities for improvements to these services should be explored as a means of meeting the future needs of this trip from Mississauga to downtown Toronto. These may include enhanced service on the Lakeshore West and Milton GO Rail lines, and better bus service by Mississauga Transit to the TTC Subway.

The opportunities for upgrading both of these services may be limited. GO Rail improvements are limited by the capacity of the rail corridors that may be made available by the Railways (CN, CP and TTR). Mississauga Transit bus improvements are limited by the practical constraints of operating a bus service in mixed traffic. An analysis of travel time contours indicates that an EWRT service has the potential of offering an attractive transit alternative to downtown Toronto for Mississauga residents north of about Dundas Street, and can offer a trip time saving of over ten minutes for residents generally north of Burnhamthorpe Road, when compared with the existing transit trip using Mississauga Transit and the subway.

It should be noted that a significant growth of Mississauga Transit feeder service into the west end of the subway will decrease the quality of rapid transit service available to Metro residents due to increased crowding, unless an alternative rapid transit service such as the EWRT is available to residents of north-west Metro.

Increased Traffic on the Bloor Subway and St. George Subway Station

Model simulation based on residential and employment patterns adopted for the GO ALRT study, indicate overcrowding on the Bloor Subway west of St. George Station before the year 2001, unless new rapid transit facilities are built. A consultant's report prepared as part of this Study, concludes that the St. George station is now operating near capacity in handling transfer traffic between the Bloor-Danforth and Yonge-University Subway. The ability of this station to safely handle transfer traffic will be a most important consideration in many transit decisions of the future. The TTC plans to introduce crowd control facilities at the St. George station similar to facilities recently introduced at the Yonge-Bloor Subway Station. Through these facilities the TTC will be able to monitor crowd conditions, and if the consultant's concerns are confirmed, the TTC should consider further measures to ease congestion such as:

1) TTC should promote the use of Spadina Station as a possible transfer station for downtown trips from the west;

2) TTC should consider the re-introduction of streetcar service on Bathurst Street to the downtown area, including preferrential treatment as set out in the Official Plan for Metropolitan Toronto; and,

3) TTC should advance implementation plans for a proposed Spadina LRT which would act as a Downtown Distributor to work locations on the western edge of the Central Core and the Waterfront.

Simulation model tests indicate that a rapid transit service in the Eglinton corridor, extended to Mississauga City Centre by means of LRT or a busway, can reduce the passenger demand on the Bloor Subway and St. George Station by as much as 25%.

Growth of Commercial Subcentres

The cities of York and Mississauga propose commercial centres within the Eglinton corridor that can be supported through implementation of a rapid transit line on Eglinton Avenue. Through station locations at Dufferin, Keele and Weston Road, accessibility to the three commercial centres in the City of York can be improved by connecting these centres to the labour force and employment opportunities served by the subway system in Metro, and by the proposed RT extension in Peel.

Similarly, an RT station at Renforth will provide greatly improved accessibility to the proposed Airport Corporate Centre in Mississauga connecting it to a labour force in both Metro and Peel.

Improved Transit Service for North-West Metro

An EWRT service can reduce transit travel time for residents of north-west Metro by as much as ten minutes to downtown Toronto and thirty minutes to Mississauga City Centre. Downtown Toronto, and in particular Mississauga, are both growing as a place of work for residents of Etobicoke. Improved transit service for this area of Metro will increase the mobility of this labour force in seeking employment, and should result in a modal shift towards greater transit usage.

Long Term Transit Policies

The Long Range Plan of the TTC proposes a circumferential line across the top of Metro connecting to all existing subway lines. Such a line would make rapid transit service much more available for all work trips in Metro and meet the demands of the crosstown trip as well as the downtown trip. The GO ALRT program for the Ontario Government proposes a similar transit service to integrate regional municipal plans and meet demand for inter-regional travel. An EWRT can help meet the objectives of these policies and form the Metro section of the west leg of this proposed crosstown rapid transit facility. A possible extension of the EWRT service into Mississauga could serve as a staging option for future GO ALRT service in the western section of the Metro Region. This service into Mississauga could operate independent of the EWRT facility with transfers at a major transit hub located at Renforth-Eglinton, or could be a continuation of the TTC service.

Transit Service to Pearson International Airport

Peak hour estimate of demand over the next twenty years for transit service to the Pearson International Airport can be satisfactorily met through improved bus service connecting to a terminal station at Renforth acting as an interline transfer hub for a number of transit services in north-west Metro land the north-west Metro Region. This option protects the future opportunity of extending the EWRT line to the west. The proposed bus service could be initially met through mixed traffic operation. However, on a long term basis a separate busway or exclusive bus lanes, should be protected and implemented to connect to a proposed EWRT station at Renforth.

Overview

The second phase of this study will consider alignment options, and alternative operating strategies for a rapid transit line in the Eglinton corridor from the Eglinton West station on the Spadina Subway to Renforth, with a possible extension to the Mississauga City Centre. The purpose of this line would be to:

1. Reduce future traffic on arterial streets in Etobicoke.

2. Provide increased transit capacity for downtown Toronto work trips by Mississauga residents living in north and central Mississauga.

3. Reduce future passenger crowding on the Bloor Subway and St. George Station.

4. Through improved transit accessibility reinforce the growth of commercial centres in the cities of York and Mississauga.

5. Improve transit service for north-west Metro.

6. Implement the west leg of a proposed cross-town or circumferential line.

7. Provide improved transit service to the Pearson International Airport.

CITY OF BRAMPTON
CITY OF NORTH YORK
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
MISSISSAUGA
Lake Ontario
REGIONAL SERVICE
PROPOSED STATIONS
EGLINTON WEST RAPID TRANSIT STUDY

EXHIBIT 9.1

CITY OF NORTH YORK
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
Lake Ontario
LOCAL SERVICE
PROPOSED STATIONS
EGLINTON WEST RAPID TRANSIT STUDY

EXHIBIT 9.2

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